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China and the Open Door.

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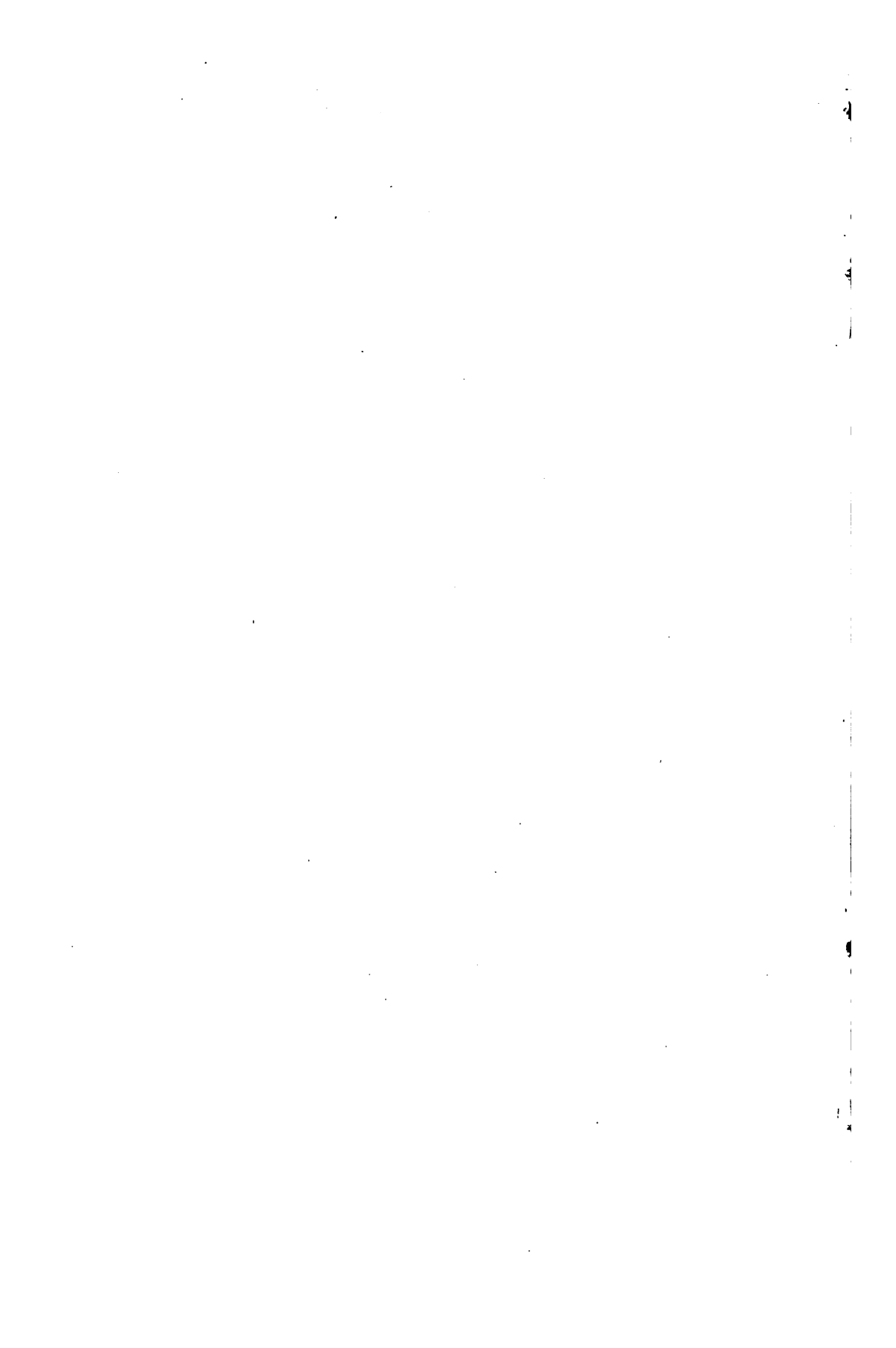
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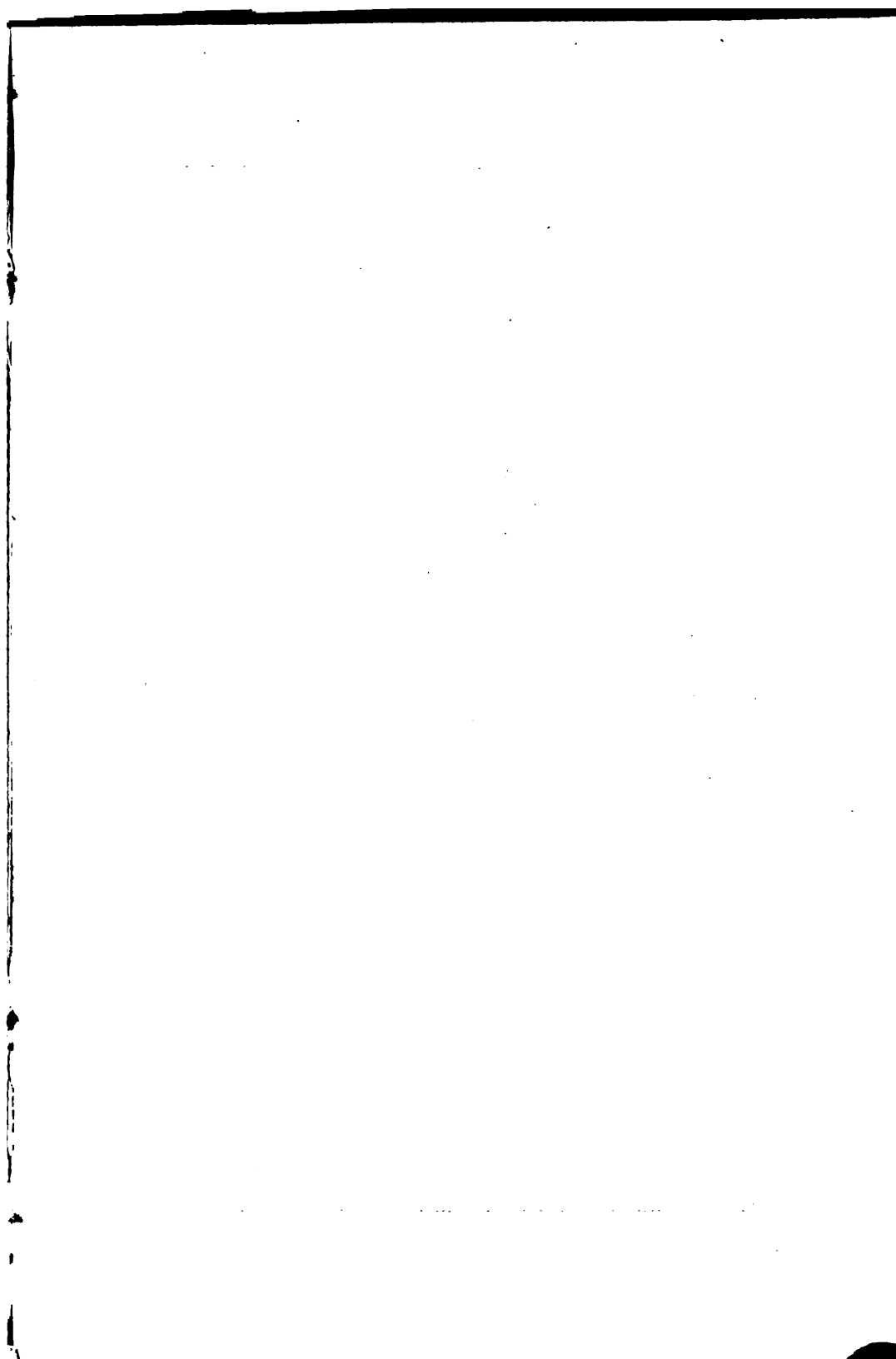
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CHINA AND THE OPEN DOOR.







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CHINA AND THE OPEN DOOR.



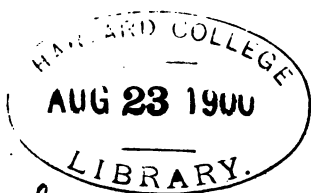
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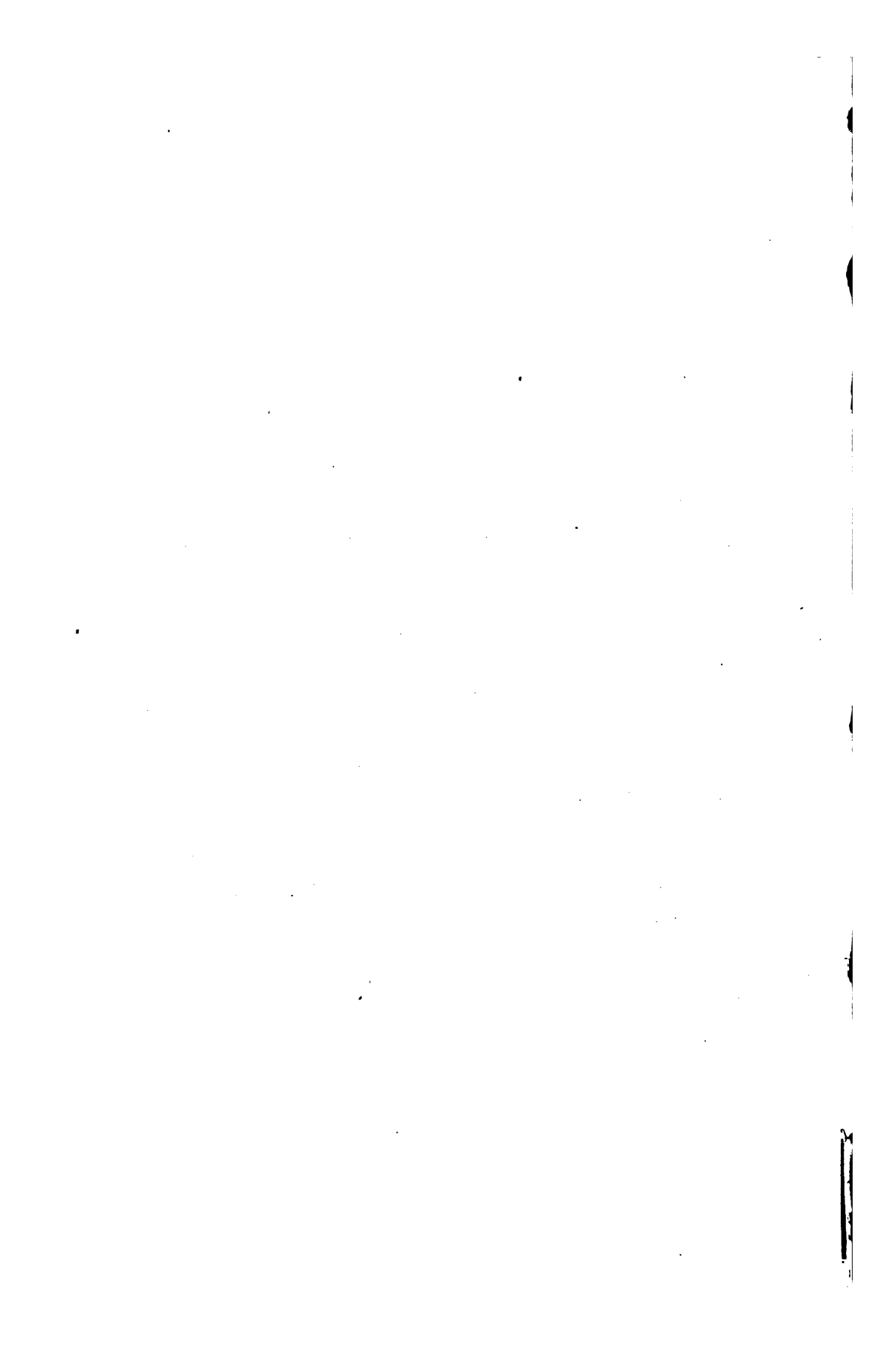
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PREFACE.

In consequence of the persistence with which the Chinese have hitherto secluded themselves from other nations, comparatively little has been known about them. Lately, fortunately for them, and for the rest of the world, a combination of circumstances has induced them to open their doors.

Having served in China, and having been attached to the Chinese Army, I had opportunities of becoming acquainted with this most interesting country and people, which aroused in me a desire to study their history, more especially as it concerns their intercourse with foreign nations; and it now gives me great pleasure to lay before, I hope, an indulgent public, the result of my personal experiences and researches down to date.

3, DUCHESS ROAD,
CLIFTON, BRISTOL.



CHINA AND THE OPEN DOOR.

THERE is very little known of the intercourse between the Chinese and foreigners in ancient times. The earliest record of an attempt at such intercourse is that the Roman Emperor, Marcus Antoninus, having heard of the beautiful silks manufactured in China, sent a mission there by sea A.D. 161, but it proved a failure, and the ambassadors returned, having accomplished nothing. When some Catholic Missionaries visited China in 1625, they found, at the city of Sin-an-foo, a stone with a cross, which was erected by the East Syrian Nestorians, A.D. 781, which recorded in Syriac characters, amongst other things, the doings of their Mission from A.D. 630 to that date. The great traveller, Marco Polo, who accompanied a mission sent by Pope Gregory X. to the Mongol Emperor of China, Kublai Khan, in 1274, mentions this early establishment of Nestorian Bishops in the province of Shensy, and he also states that in 1274 two Nestorian Christian Churches were built at a city near Nanking, and that the Emperor appointed a Nestorian, named Mar Sachis, as governor of this city.

As to trade between China and foreign countries in early days, there is little recorded, but it is known that the Venetians went there in the middle ages, though their adventures never

seem to have gone beyond the "prospecting" stage. The Arabs also, in very early days, traded to China, but only in a small way. To this day there is an ancient mosque existing in Canton City, and the early Arab traders mention a city, which they name Canfu, which "stands on a great river, some days distant from the entrance, so that the water here is fresh." This trade came to an end, it appears, in consequence of the extortions of the Mandarins. These Arab traders describe the entrance to the port of Canfu as the "Gates of China," which seems to be synonymous with Hoo-mun, "Tiger's Gate," or the Portuguese name, "Boca Tigris." It is curious that there has always been a controversy—at least, for many centuries—as to which of them invented the mariners' compass, the Chinese or the Arabs; but this takes us back almost to the mystic ages.

What trade there may have been by the Chinese frontier in ancient days is not known, but probably it was considerable.

China is, and has been, almost unique in its position as absolutely independent of resources from without; everything the Chinese people require they have within their own territories. The trade the Chinese carried on in the ancient days, that we know about for certain, was principally on their own coasts, and a few junks went yearly to Japan, Java, Sumatra, Borneo, and the islands about the Straits of Malacca, more in quest of luxuries than the necessities of life. These junks made the voyage by one monsoon and home by the next.

Now, in the very end of the nineteenth century, that

the Great Powers of the world are coquetting round China for her favours, no one can be so absolutely blind as to say that that vast Empire has not a great future in the affairs in the whole world, as it undoubtedly has had in the past with the affairs of Asia ; or, in other words, China, which has kept to herself and almost slept, has been awakened by the Western Powers, not through any philanthropic feelings on the part of the latter, but from a greedy fit of "land-grab" in order to secure trade.

I shall not go into the very remote history of China, though one matter of her ancient history, perhaps mythical, must be mentioned, as showing claims to power outside the Empire, and this should probably be attributed to the conquering propensities of a Tartar and not a Chinaman. Houpilai, or more commonly called by Western nations Kublai, one of the grandsons of Zinghis, became Emperor, or Great Khan, in the middle of the thirteenth century, and he completed, as far as ever was completed, the conquest of China by the Mongol Tartars. Kublai was born in China, and though imbued with all the warlike and conquering propensities of his great family, he was possessed of a refined and enlightened mind. Soon after this Emperor came to the throne he sent an Ambassador to Japan, demanding submission and tribute from the Japanese Monarch as a vassal of the Chinese Empire, basing his claim upon the vague tradition that at some very remote period some Chinese general had conquered the islands of Japan, and had founded a dynasty, whose descendants were then reigning, and therefore that the Princes of Japan were Chinese subjects. The Japanese

resisted this claim. The Tartar Emperor of China then sent a powerful fleet against Japan, but a severe storm overtaking it, it was destroyed, and Japan retained its independence.

A long period now elapsed before any important intercourse with China and foreigners can be recorded.

During the Ming dynasty, in the year 1516, some Portuguese navigators, having sailed round the Cape of Good Hope to the "Far East," reached the river on which Canton is situated. This fleet, consisting of eight ships, well armed, was under the command of Perez de Andrada. The Chinese, upon the arrival of the Portuguese armed force, surrounded it with a swarm of war junks, but eventually gave permission to Perez de Andrada to proceed to Canton with two of his ships, and the Viceroy also granted him an audience. The Portuguese commander had little difficulty in explaining that he had no hostile intentions, but that his countrymen simply wished to enter into friendly trade with the people of China. The Viceroy sent off an express messenger to the Emperor informing him of all this, and a reply was soon received, granting in very gracious terms permission for the Portuguese to establish a factory on the Chinese Coast, and to send trading vessels to Canton once a year—in fact, a regular Treaty of Commerce was concluded between the Portuguese and the Chinese. It seems that the first factory of the Portuguese in China was at Ningpo, where they established a considerable trade with other places on the Chinese Coast ; also with Japan and Formosa.

The Portuguese soon fell out with the Chinese—in fact, there had never been any mutual good feeling—and they

were expelled from Ningpo, but were allowed to form a settlement at Macao, which is a small island at the mouth of the Canton River.

As far as is known, and the date is probably correct, in 1537 the Portuguese, by means of bribery of the local authorities, obtained permission to erect some sheds at Macao to store goods in, and by degrees they crept on to build some substantial dwelling-houses. For this a ground-rent was charged amounting to 500 taëls per annum, and this ground-rent is yet paid, and as long as it is paid the Portuguese have possession. In 1573 the Chinese, in order to prevent any possibility of the Portuguese encroaching, erected a barrier wall across the isthmus which separates Macao from the island of Heang-shan. Macao is by no means an independent possession—by this is meant dependent alone upon the Portuguese Monarch. A Chinese Mandarin living within the town is really Governor, and he holds the high rank of T'so-tâng. The Portuguese are only allowed to govern themselves in religious and in what may be called social and domestic matters; they cannot even erect new houses or churches without special permission to do so, and the Chinese population of the town is entirely under the Government of the Mandarins. By some understanding of the Portuguese and Spaniards these two nations have equal rights in trading to Macao. The Portuguese in years gone by have aided the Chinese authorities in the suppression of piracy, and in 1809 they fitted out six ships well equipped for this service, for which the provincial government of Canton paid 80,000 taëls. In olden days Macao possessed many advantages over Canton

in foreign trade, the Chinese duties being far less at the former than at the latter place ; but, of course, more recent treaties with other foreign Powers have altered all this.

The Spaniards have for a great length of time not only been allowed to trade with Macao and Canton, but also with Amoy ; but although their important possessions in the Philippine Islands, Manilla, &c., are so close, they have developed but a small trade with China.

The conduct of Portuguese adventurers to China in early days was anything but conducive to international good feeling—in fact, it engendered a distrust, a hatred for all foreigners—a hatred which the Chinese have never got over. Amongst the many Portuguese adventurers, whose names disgrace their country, may be mentioned Ferdinand Mendes Pinto. This worthy, in command of a crew of desperadoes, anchored at Ningpo, and having heard from some Chinese that to the North-east was an island containing the tombs of seventeen Chinese Emperors, full of treasure, he proceeded there and plundered these sacred spots, obtaining therefrom a vast quantity of silver. Pinto and his brother thieves were, however, attacked, and beat a retreat, leaving behind them a large proportion of their plunder, and a typhoon springing up on their return voyage, only eighteen escaped. These survivors were made prisoners by the Chinese, sent to Nanking, and there publicly whipped and each deprived of a thumb ; they were then conducted to Peking, where they were condemned each to one year's imprisonment with hard labour ; but the Tartars, who were then at war with China, liberated them. Pinto and his associates, as might be guessed,

joined the Tartars, but eventually got away, and again embarked at Ningpo. These Portuguese were again cast away on a desert island, but were taken off by pirates, and the lot were driven by a storm on to the coast of Japan, and their lives were saved. Pinto returned to Ningpo, where he and his surviving companions, joined by others, fitted out an expedition to Japan. This was not a success, as several of his ships were lost, and Pinto was himself driven on the Loo-choo Islands. Pinto and his companions were charged with piracy, and, of course, with murder, by the King, and were sentenced to be quartered and their dismembered limbs to be exposed ; but they were eventually, by the aid of some native women, saved, and effected their escape.

The first European Embassy—certainly the first by sea that we have any account of, though no doubt, there were many by land—to Peking was one by the Portuguese in 1520, Thomas Pirez being the Envoy. His object was to obtain permission to establish a factory at Canton. He was unsuccessful on account of the previous misconduct of his fellow-countryman, Simon de Andrada, who had committed many acts of piracy on the Chinese coast. Pirez was sent to Canton, where he was robbed, imprisoned, and, as is generally believed, eventually put to death. In 1521 the Portuguese commander, Alfonso de Melo, arrived on the Chinese coasts and attacked the Chinamen, but was beaten.

The Portuguese and Spaniards conjointly had founded some small settlements on the Island of Tai-wan, or Formosa. In 1629 the Dutch had built a fort and founded a naval and military station on the Pescadore Islands. The Chinese then

requested them to withdraw to Tai-wan; this they at first refused to do, until the former sent a fleet of one hundred and fifty armed junks, and landing a force of 4,000 men on a neighbouring island, close to that on which the Dutch were, overawed them and forced them to retire to Tai-wan. This happened in 1634, and these adventurous Dutchmen then built the fort of Zelandia at the entrance of the harbour of Tai-wan-fu, and they subsequently built other fortresses. It may here be mentioned that in 1623 the Chinese gave permission to the English to establish a factory on the Island of Tai-wan, which offer was accepted; but it only lasted a few years, in consequence of the extortions of the Chinese authorities and the obstructions they put in the way of trade. The Dutch have never had much trade with China, and their settlement on Formosa was not of long duration, as, after almost continuous fighting with the Chinese under the famous leader Koshinga, they were finally driven out of the island in 1662.

The Russian Emperor Alexis, father of Peter the Great, sent an Embassy to China with a view to establishing a commercial treaty; but it was unsuccessful, because the Russian Ambassador, very properly, refused to submit to the humiliation of the Ko-tou, which consists in making nine prostrations, touching the ground each time with the forehead, and is really an acknowledgment of vassalage. The then Emperor, Shun-che, consequently refused to receive the Embassy, and the members of it returned to Russia. Soon after this the Russians seized some territory in what the Chinese said was a part of Manchow Tartary, and therefore in the Chinese Empire, and built a fort there. A long war ensued, which ended

in an enormous addition of what had been Chinese territory to Russia, and brought the frontiers of the two Powers into touch. The Dutch, soon after the failure of the Russian Embassy to make a commercial treaty, made an attempt at a similar measure. They were well received by the Viceroy of Canton, and went on to Peking. These Dutchmen were mean enough to submit to the degradation of the Ko-tou, which act on their part no doubt weakened the position of all the Western Powers with the Chinese. The outcome of this cowardly conduct on the part of the Dutch was that the Emperor Shun-che gave permission to them to come to China once in eight years, to bring him and his successors presents, but not to trade.

K'ang Hsi

Kang-hy became Emperor of China in 1662. It was in his reign that the British East India Company commenced to trade in tea. This Company had, even before the Manchow Tartar dynasty commenced to reign, established a trading settlement at Amoy, from whence they had sent large quantities of silk to Europe. The action of the British Government of the period was not calculated to encourage the tea trade, as 5s. per pound weight import duty was levied upon it, thus placing it quite beyond the reach of any but the richest, and to make it worse the Chinese Government charged an export duty on it.

About this period in the history of China several of the Jesuit missionary priests had great influence at the Chinese Court, and the Emperor employed Father Gerbillon, a French Jesuit, to negotiate a Treaty with Russia. This instrument was signed in 1689 by the Russian Emperor Alexis and the

Chinese Emperor Kang-hy, and by it the frontiers of the two Powers were distinctly defined, and an agreement was also come to by which caravans were allowed to go to Peking and remain there until their goods were disposed of, and a caravansary was established for the Russians to put up at, the expenses of the merchants whilst in Peking being paid by the Chinese Emperor. It must be understood that this was strictly a Russian monopoly, and that none but Russian subjects were permitted to accompany these caravans across the Chinese frontier. It will thus be seen that Russia's footing in Peking, as well as the somewhat intimate relations between the Russian and Chinese Courts, is by no means a matter of to-day, but, on the contrary, is of some standing.

Peking is correct.

Towards the end of the reign of Kang-hy the Russian Emperor, Peter the Great, started an Embassy to China, but as some ladies, who were desirous of seeing the Chinese capital, accompanied it, the Emperor of China would not permit it to cross his frontier. Kang-hy died in 1722, and was succeeded by Yong-t-Ching, the latter Emperor reigning until 1735. During the reign of Yong-t-Ching, the Russian Empress, Catherine the First, sent an Embassy to China, which was very well received, and the Emperor gave permission to the Russians to build a church in Peking, also a house for resident priests and four students, the latter to study the Chinese language with a view to their eventually acting as interpreters in diplomatic and other official matters between the two nations. The Empress Catherine abolished the Russian caravan trade monopoly, though caravans upon a considerable scale continued, and still continue, to go to Peking, and an inter-

Yong Ching

mediate market was established at Kiacta, where the merchants of the two nations could meet, and at the present day an immense market exists at this place. When the Empress Catherine entered into the Treaty of Commerce with China in 1727, it was stipulated that, in consideration of the market being established at Kiacta, Russia was to have no communication with China by sea, and an edict was issued to that effect in 1806, after the Russian captain, Krusenstern, in command of two ships, had attempted to open a trade with Canton.

Regarding China's intercourse with the British, Queen Elizabeth, in 1596, commissioned Sir Robert Dudley to sail for China with a letter to "The Most High, Serene, and Powerful Prince and Ruler of the great Kingdom of China, the greatest Empire in the Eastern parts of the World." Dudley set sail, but never reached China, or did he ever return home. In 1605 Sir E. Michelbourne obtained a patent for trading to the Eastern seas, and not finding the Chinese favourably disposed to enter into commercial relations with him, he seized and plundered their junks. This action on the part of the English commander was most unfortunate, as will be seen from the following. A British fleet of trading ships left England in the year 1637 bound for China. It consisted of the "Planter," "Dragon," "Sun," "Catherine," and "Ann." The fleet arrived off Macao on the 28th May, the British intending to try and establish trade through the local Chinese authorities in a peaceful manner; but this the Portuguese determined to thwart by misrepresenting the British to the Mandarins and merchants. The British fleet proceeded to the Bogue and anchored near the forts, and the

officers tried to carry on negotiations, offering money in exchange for provisions for the fleet. Six days' consideration was asked for by the Chinese and granted. The Portuguese used this delay much to the disadvantage of the British ; the Chinese during the night-time mounted a great number of guns on the forts, and one day, as a boat from the fleet was going in search of a watering-place, fired upon her. The fleet at once cleared for action, and, going close alongside the forts, opened fire with their broadsides, and afterwards sent their boats ashore with one hundred armed men. The Chinamen cleared out, the British colours were hoisted on a fort, and the guns of the forts were taken on board the fleet and the Government buildings were burnt. A letter was then sent by the British commander to the chief Mandarins of Canton complaining of their treachery, upon receipt of which the latter sent an inferior officer, a Portuguese by birth, with a flag of truce, to whom the British again expressed their desire for friendly intercourse and trade. In the end the Mandarins laid the blame of the misunderstanding on the Portuguese, supplied the ships with what they required, and their guns were restored to them. For many years after this no attempt to trade took place between the British and Cantonese until 1664, which was again abandoned in consequence of the unfriendliness and influence the Portuguese exercised against the former. In 1668 the British East India Company again approached the Chinese, and in 1670 trade was re-established at Tai-wan with the Chief Koshinga, and a factory was established. The British East India Company, as has already been mentioned, had a trading station at Amoy, but in 1681 both

this and their factory at Tai-wan were abandoned as unprofitable, principally on account of the extortion of the Chinese authorities. In 1685 the British tried to re-establish trade at Amoy, also to trade at Canton, and again the Portuguese used their influence against them. It would take up too much space to relate every detail of these attempts to establish British trade with China on a fair basis, but the attempts were, we know, continued ; but it appears that in 1734 only one British East India Company's ship was sent to Canton and one ship to Amoy. In 1736 a British merchantman went to Ningpo, and in this latter year four British ships went to Canton.

In 1741 the British man-of-war "Centurion," under command of Commodore Anson, visited Macao, where she refitted and again put to sea, captured the ship "Acapulco," and returned with the prize to the Canton river. The commodore asked to be allowed to purchase provisions, but the Mandarins would not allow the merchants to supply them. At length the merchants, fearing what might ensue if the "Centurion" remained there, sent provisions on board without informing the Custom-house officials.

For many years after this there were almost continual quarrels between the British and Chinese authorities, the latter behaving in a manner utterly devoid of all sense of justice, and frequently with great brutality. The Chinese estimate of how foreigners should be treated has been thus put—"The barbarians are like beasts, and not to be ruled on the same principles as citizens. Were any to attempt controlling them by the great maxims of reason, it would tend to

nothing but confusion. The ancient kings well understood this, and accordingly ruled barbarians by misrule. Therefore, to rule barbarians by misrule is the true and best way of ruling them."

The British Government at length determined to open negotiations direct with Peking, with a view to placing trade with China in an equitable position ; and in September, 1792, Lord Macartney left England on board H.M.S. "Lion," 64 guns, as special Ambassador, accompanied by Sir George Staunton, as Secretary of Legation. This mission arrived at Canton the following June, and the Emperor, having been forewarned of its approach, ordered it to be received with all honours. In due course Lord Macartney and his retinue arrived off the Pei-ho mouth, where they disembarked and proceeded up the river in house-boats handsomely fitted by order of the Emperor. The Viceroy of the Province received the Embassy with great ceremony at Tien-tsin. From Tien-tsin the Embassy went to Tong-tcheou, 12 miles from Peking, where they landed and proceeded past the capital by land, accompanied by a strong military escort, and were finally lodged in the Summer Palace of Yuen-min-Yuen. The Emperor was at his Palace at Zhehol, in Tartary, about 50 miles north from the Great Wall, and at this place his Celestial Majesty received the British Embassy. The Emperor, Kien-Loong, who had reigned since 1735, was at the period in question 83 years of age. A vast and handsome tent was constructed as a hall of audience, but the Emperor was carried in his chair of state to meet the Ambassador, and the interview throughout was most cordial. The Embassy,

however, was productive of very little good, the object being to obtain permission for the British to trade to Ningpo, Chusan, and Tien-tsin, and other places in addition to Canton. None of this was conceded, trade being limited, as hitherto, to Canton alone. Two years later the King of Great Britain sent a letter to the Emperor with some presents. A reply was sent, together with return presents to the King, but beyond mutual polite expressions of regard nothing came of it.

On the 10th February, 1816, Lord Amherst embarked on board H.M.S. "Alceste," accredited as special Ambassador to Peking. H.M. brig "Lyra" and the Honourable East India Company's ship "General Hewitt" formed the remainder of the squadron, which was under the command of the gallant Captain Maxwell. The squadron reached Macao on the 12th July, where Sir John Staunton joined the Embassy, and on the 9th the Ambassador and suite landed at the mouth of the Pei-ho and proceeded to Tien-tsin, where it was well received; but Lord Amherst, refusing, of course, to go to the Emperor, the latter refused to receive the Embassy, which returned to Canton by land; the ships meanwhile had been inhospitably treated, and the position of the British Ambassador was degraded. Captain Maxwell insisted upon moving his ships to Whampoa, and being fired on by the junks and fort, soon silenced both, the garrison bolting away from the fort. The provisions which had been refused were immediately supplied to him, and the British Ambassador was treated with the dignity belonging to his high position. Thus we see what British decision and pluck will do.

On the 22nd April, 1834, the monopoly of the East India

Company to trade with China ceased by Act of Parliament, and many private ships commenced to trade. On the 23rd July, 1834, Lord Napier, chief of the newly-appointed three Superintendents of British trade, arrived at Chuenpee, below the forts of the Boca Tigris, on board H.M.S. "Andromache," and intimated to the Viceroy his arrival. The Mandarins at the gate of the city of Canton refused to receive the letter until the Emperor's permission for Lord Napier to reside at Canton was received, and his lordship was ordered to quit Canton. So matters went from bad to worse, and trade was stopped, and towards the end of 1834 Lord Napier, after some weeks' illness, died at Macao. Trade was soon afterwards re-opened, and matters went on pretty smoothly until the end of 1837.

On the 12th July, 1838, H.M.S. "Wellesley," accompanied by H.M. brig "Algerine," under command of Admiral Sir Frederick Maitland, arrived in China, and the British Superintendent having embarked, the ships proceeded to an anchorage some 20 miles south of the Boca Tigris, named Tong-boo Bay. After some parleying by letter, Captain Elliott (the superintendent) proceeded to Canton in order to deliver a letter to be conveyed to the Viceroy, but owing to some frivolous omission of a particular character it was returned, and Captain Elliott broke off communications with the Viceroy. At the same time a British man-of-war boat was fired upon and stopped passing the forts. Admiral Maitland now moved his ships to the Boca Tigris, and demanded an apology for the insult. An apology was given, and soon afterwards Admiral Maitland sailed away.

Affairs still went on badly, till at length, on the 3rd November, 1839, the Chinese fleet of war junks, under command of Admiral Kwan, numbering 29 sail, made for the British men-of-war "Volage" and "Hyacinth," which were under the command of Captain Smith, of the former ship, and anchored near H.M.'s ships, which latter hove to. Without going into details, Captain Smith made the signal to engage, and the British ships bore away with the wind on the starboard beam under easy sail and ran down the Chinese line, pouring in a most destructive fire; and having passed round the end of the line of junks, were, through the direction of the wind, enabled to repeat the evolution, pouring in their other broadsides on their return along the line. One junk blew up, three were sunk, and many others nearly sunk. Admiral Kwan, in a most plucky manner, towards the end of the engagement with his own junk singly engaged H.M.'s ships. The engagement lasted under an hour, when the remains of Kwan's fleet retired to its original anchorage. This latter event decided the Chinese Government to prohibit any further trade with the British.

At this time a very high Mandarin, Lin by name, was High Commissioner at Canton, and for falsely reporting Kwan's action with the British squadron as a victory to the Chinese arms he was deprived of his seals of office, though still remaining Viceroy of the Provinces of Canton and Quang-se, and in this latter capacity he worked hard to try and recover the prestige Kwan had lost. He built a number of war junks of improved construction, but a re-inforcement for the British fleet arriving from India forestalled him, and in June, 1840,

Admiral Elliott assembled his fleet off the Island of Hong-Kong. Lin had prepared a number of fire-ships filled with explosives, and let these adrift against the British fleet, and so sure was he of success that he issued a proclamation warning Chinese ships not to approach the foreign men-of-war, lest they should be destroyed by these fire-ships. The attempt was an utter failure, as most of the fire-ships blew up a long way off from the British ships. Of course all trade with the Chinese had ceased, and a price was put upon every Englishman's head.

The island of Chusan was captured by the British on the 5th July, 1840, after little or no opposition, and the principal town, Ting-hae, occupied ; and towards the end of the year Admiral Elliott, accompanied by Commissioner Captain Elliott, entered the Pei-ho, and held a conference with the High Commissioner, Keshen. It was arranged that Hong-Kong should be ceded to the British and Chusan returned to the Chinese, and the admiral returned with a portion of his fleet to Canton, where he was again to meet Keshen in order to complete the Treaty. Admiral Elliott, through ill-health, resigned his command, and Captain Elliott assumed his position in the negotiations. Keshen, hoping yet to beat the British forces, delayed the negotiations in order to give him time to assemble ships and troops, but Captain Elliott, seeing through this, informed him on the 5th of January, 1841, that if the Treaty was not confirmed by eight o'clock on the morning of the 7th fighting would re-commence. Keshen did not reply, and the Bogue Forts were assaulted by the British and taken by storm, the Chinese suffering dreadful loss, seventeen war

junks being also blown up, all on board of them perishing. A few days afterwards Keshen promised to conclude the Treaty, and the Bogue Forts were given back to the Chinese, but compensation, which was demanded by Captain Elliott for opium the Chinese authorities had seized, was not forthcoming ; therefore, on the 26th February, the Bogue Forts were again attacked, and fell after a brave defence, the gallant Admiral Kwan falling whilst leading his men. The neighbouring forts of Anunghoy were captured simultaneously with the Bogue Forts. The Chinese losses were very great, and Commissioner Lin was disgraced, and his enormous wealth was forfeited to the Emperor.

The opium traffic, which had at this time become very considerable, was a great annoyance to the Chinese Government, being really prohibited, and its importation was therefore nothing less than smuggling, and when taken it was confiscated. After the above-mentioned events the Canton authorities found it best to compensate the British merchants for their opium, after which the English troops returned to the island of Hong-Kong. Captain Elliott was in August, 1841, superseded by Sir Henry Pottinger. The new Commissioner insisted upon other ports, besides Canton, being thrown open to British trade, and very wisely took the matter into his own hands. A British force appeared off Amoy on the 26th August, and a letter was handed to the commandant from Sir Henry Pottinger, stating that Her Britannic Majesty's forces would occupy the town and forts. Scarcely any opposition was offered, and the British troops took possession. Chin-hae was next taken, on the 10th October, and occupied

by a small British garrison, and the very important trade city, Ningpo, fell to British arms next.

The following May (1842) the British Commander moved northwards, with the intention of ultimately capturing Nanking, the ancient capital of China, but now no longer so. The intermediate and important naval and military station, Chapoo, was first captured, and the British fleet entered the Yang-tse-keang. On the 20th July the expedition anchored off Chin-keang-foo, an important city, and, for China, well fortified. Here some severe fighting took place, the garrison, which was mostly Tartar, making a stubborn resistance, and the British suffered considerable loss in killed and wounded. The great city Nanking, forty miles further up the river, was next to be attacked, and the British forces arrived off the city towards the middle of August. It was ascertained that the place was garrisoned with 14,000 of China's most reliable troops, Tartars, and serious fighting was expected. A considerable force of British troops was immediately landed, and all preparations were made for the attack, when, at the last moment, a flag of truce was hoisted on the fortifications. This was on the 20th of August, and simultaneously with the display of the flag of truce three Imperial delegates, namely, Keyning, an uncle of the reigning Emperor; Elepoo, formerly Governor of Chekeang; and Neu-Kien, a Tartar officer who commanded the garrison, went on board H.M.S. "Cornwallis," in order to open negotiations with the British Commissioner for a treaty of peace. The Chinese Plenipotentiaries, no doubt on account of the utter collapse of their forces through the punishment the British had given them, evinced sincere and conciliatory intentions,

and on the 24th August Sir Henry Pottinger, Sir Hugh Gough, and Sir William Parker went ashore and returned the visit of the Chinese authorities. On the 29th August the Treaty of Nanking was signed on board H.M.S. "Cornwallis" by Sir Henry Pottinger, on the part of Her Majesty Queen Victoria.

In condensed words, the terms of the Treaty were as follows :—

- 1.—Lasting peace and friendship between Great Britain and the Chinese Empire.
- 2.—China to pay a war indemnity to Great Britain of 21,000,000 dollars*, part immediately and the remainder within three years.
- 3.—The ports of Canton, Amoy, Foo-chow-foo, Ningpo, and Shang-hae to be thrown open to British trade and for British subjects to reside at.
- 4.—Consuls to reside at these cities.
- 5.—Tariffs of imports and exports to be established.
- 6.—Hong-Kong to be ceded in perpetuity to Her Britannic Majesty and her heirs and successors.
- 7.—Subjects of Great Britain, whether native or Indian, to be unconditionally released in China.
- 8.—Acts of full amnesty, under the Emperor's own seal and sign manual, to all Chinese to be published.
- 9.—Correspondence between the two Governments to be conducted upon terms of perfect equality.

*At this period the par value of the dollar was 4s. 2d., and it was frequently worth more. The war indemnity was therefore at least £4,375,000.

10.—The British forces to withdraw from Nanking, the Grand Canal, and Chin-hae on the Treaty receiving the Emperor's signature.

11.—The islands of Chusan and Ku-lang-su to be held by the British until the money payments have been completed and other provisions fulfilled.

On the 8th September, 1842, the Emperor of China signified his assent to this Treaty, and the Great Seal of England was affixed to it December 31st the same year, and the ratifications were formally exchanged in July of the following year.

After the ratification of this Treaty and the various conditions had been complied with, the British forces withdrew, except, of course, from Hong-Kong, which was now British territory, and was duly garrisoned. Though peace between Great Britain and China had been re-established, there was constant friction between the officials of the two Powers, more especially regarding the opium traffic, which the Chinese Government always looked upon with a very unfriendly spirit. It would be quite out of place here, even if I desired it, to go into the opium question: but this much may be said—that, like many other things, it is not the use but abuse of the drug that is bad, and it is a great error to suppose that everyone who smokes opium smokes it to excess.

The next serious disturbance between Great Britain and China commenced in a quarrel over the trade in opium.

In the beginning of October, 1856, a lorcha, named the "Arrow," trading on the China coast, anchored off Canton. She was sailing under the British flag, and her captain was

an Englishman. It appears that the Chinese authorities at Canton had been informed that on board the "Arrow" were two Chinamen who had formerly been pirates. Chinese troops were sent on board, who seized the twelve Chinamen who composed the crew, and hauled down the British ensign. Yeh, who was Governor of Canton at this time, and his subordinates deny that the British ensign was flying on the lorcha ; but the captain swore to the fact that it was.

Mr. Consul Parkes boarded the "Arrow," demanded an apology for the insult, also that the crew should be restored to the vessel. The Chinese official refused his demand, and even threatened him with personal violence. Commodore Elliott, commanding H.M.S. "Sybille," lying in the Canton river, proceeded to Canton with the armed boats of his ship, in tow of the "Coromandel" steam tender, and seized a large armed junk, taking her to Whampoa as a prize, by way of reprisal for the insult to the British flag. This had no effect on Governor Yeh, and Sir John Bowring, who was Governor of Hong-Kong and Minister Plenipotentiary to China, sent an ultimatum. I must remind my readers that at this time there was no resident British Minister in Peking, nor had there been. Sir John Bowring has been blamed for seizing upon the "Arrow" affair as a pretext for going to war ; but it is more probable that he was acting upon instructions from Lord Palmerston not to lose any opportunity of going to war with China. It is well known that Bowring was no diplomatist ; he had been many years in the Consular service at Canton, and was no doubt an excellent Chinese scholar, of which he was well aware, with regard to which

latter the following story was for many years well known about Canton :—A certain humorous Mandarin, when expostulated with by Bowring for using the term "I" or "Barbarian," when referring to foreigners in his despatches, replied that "It was not for him, an insignificant scholar, to enter into linguistic discussions with so great a scholar."

A few days after the ultimatum Admiral Sir Michael Seymour directed operations against Canton and the forts on the river, and after a brave resistance the latter were silenced and almost reduced to ruins, and the city was entered for the first time by British troops. Chinamen at this time seemed not to discriminate between foreigners, except perhaps the Russians, but looked upon all as outsiders and barbarians : thus the "United States" Government was drawn into the quarrel. It appears that a pinnacle belonging to the United States frigate "Portsmouth" was fired on as she was taking soundings opposite a fort, and one man was killed. The captain of the "Portsmouth" fired upon and silenced the fort, and an apology was demanded from the Chinese. This not being forthcoming, the United States Commissioner, Dr. Parker, wrote to the Imperial Commissioner demanding satisfaction within twenty-four hours, and, this being also withheld, the United States men-of-war "Portsmouth," "Levant," and "San Jacinto" attacked and captured three forts.

All this made Governor Yeh more determined to fight it out against all foreigners. On the 29th November some overtures were made by the Chinese authorities to cease warlike operations ; but their manner was most insolent, and it ended by an attack of the British on the Governor's Palace

and a forcible entry being made, as the Admiral was determined the Governor should receive him in his official residence ; but upon the Admiral getting within the Palace he found the Governor had fled.

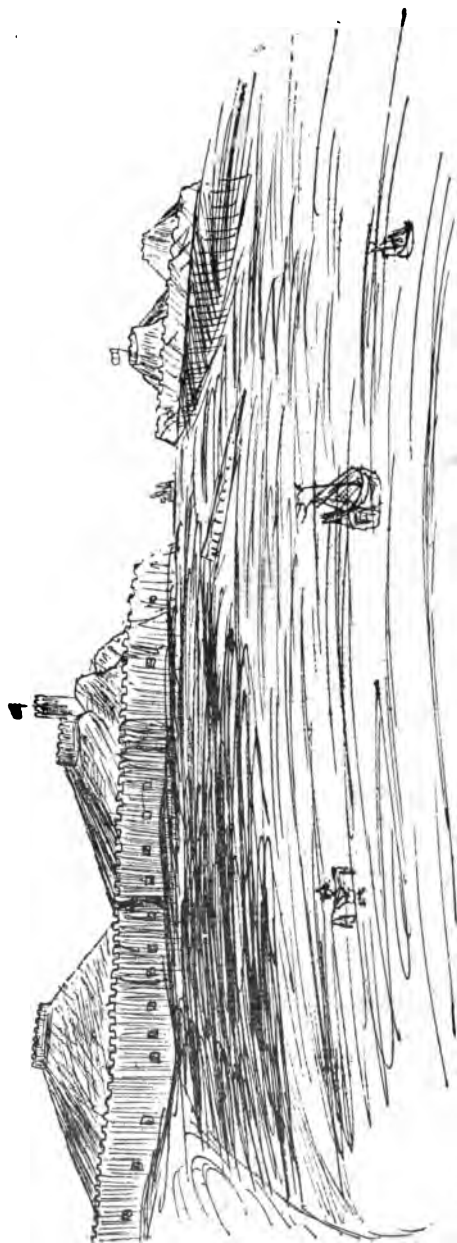
The French Government now decided to join Great Britain in a demand upon the Chinese Government for a revision of existing treaties—in fact, the French became the allies of the British in the quarrel with China, and Baron Gros was appointed Minister. In March, 1857, Lord Elgin was appointed Minister Plenipotentiary to China, thus removing Sir John Bowring from his diplomatic position, and soon afterwards strong reinforcements of men-of-war and land forces were sent out from England.

On the 1st June, 1857, the British squadron, under command of Admiral Seymour, made an attack on a strong fleet of junks, which was anchored in Fatsham Creek, in the Canton river, protected by the guns of some forts. Under cover of the fire from the ships a party of sailors and marines landed ; the forts were soon taken possession of, and the guns of the forts were then turned on the junks. The operations were a complete success, the large fleet of junks being mostly taken ; those which were not captured were destroyed, and there were at least 80 of the latter. Lord Elgin arrived at Hong-Kong on the 2nd July, but offensive operations were suspended for a time, the Mutiny in India being the chief cause, as troops intended for China were required there ; but the British admiral declared the Canton river to be in a state of blockade. Towards the end of the year active hostilities were commenced against Canton and the neighbouring forts, and on the 29th

December the city was captured. On the 5th January, 1858, Commissioner Yeh, Viceroy of the Province, was taken prisoner, and placed on board H.M.S. "Inflexible." Three hundred thousand dollars were found in the treasury at Canton, and were taken possession of by the British authorities. It must be mentioned that a mixed force of French seamen and marines bore their share in these operations at Canton, and that her Majesty's 59th Regiment distinguished itself at the same time. Yeh was shortly after this sent a prisoner to Fort William, Calcutta, where he soon afterwards died. Great Britain, France, Russia, and America, through their Plenipotentiaries, simultaneously made joint demands on the Chinese Government.

The British and French Ambassadors arrived off the Pei-ho on the 14th of April, being escorted by their respective fleets, and on the 20th May a formal demand to the Chinese authorities to deliver up the Tá-koo forts was made by the British and French Commanders, two hours being given the Chinese to make up their minds. No answer being received, the attack was made on the outer forts, which were silenced in an hour and a quarter, and landing parties took possession. Gunboats were then pushed on to the inner forts, and though the Chinamen fought bravely, these also fell, after which the large fortified village of Tá-koo was taken. The British and French suffered severely in these operations.

The allied Ambassadors, under proper escort, then went on to Tien-tsin, and on the 6th June Lord Elgin had his first interview with the Chinese Imperial Commissioner. By the 18th of the month the Russian and American negotiations



C. COATES, 98th Regt.

THE OUTER GREAT NORTH AND SOUTH PEI-HO FORTS.

were practically completed, and the British and French Ministers had received satisfactory assurances that their demands would soon be conceded. The British Treaty was signed at Tien-tsin on the 26th June. The Treaty is very long, but amongst its clauses are the following :—

That the British fleet should leave the Pei-ho upon signing of the Treaty.

That a British Minister should be permanently established at Peking, and a Chinese Minister in London, and that these Ministers should transact their business with a Secretary of State at Peking and London respectively.

Stringent regulations as to Consuls.

Christianity to be tolerated and Missionaries to be protected throughout the Empire.

Niu-chwang, Tang-chow, Tai-wan, Swatow, and Kiang-chow to be opened to trade at once, and Chin-kiang to be opened within a year ; also three other ports on the Yang-tsze after the rebels had evacuated them.

Ratifications to be exchanged within one year.

There are altogether 56 clauses in the Treaty.

In November of this year the Hon. Frederick Bruce, brother of Lord Elgin, and who had acted as secretary to him during his mission to China, was appointed the first Envoy Extraordinary and Minister Plenipotentiary to Peking under the provisions of the Treaty.

During the whole of the time the Treaty negotiations were going on in North China, the city of Canton remained in a very

disturbed state, and was strongly garrisoned by British troops; but the Treaty just concluded was quite disregarded by the Chinese authorities in Canton. In July, 1859, the Treaty between Russia and China, which had been signed in June, at Tien-tsin, was ratified. It contains twelve articles, the chief of which are identical with the principal articles in the Treaty between China and Great Britain, in addition to which China authorises a monthly mail service between Kiakhta and Peking.

Early in 1859 the brave, and, I may add, skilful Tartar, General Sankolinsin, came into prominence. He addressed a memorial to the Emperor, expressing a strong opinion that foreign nations were desirous to devour China, because it had neglected the arts of war, and had, therefore, become weak, and he concluded his memorial with an offer of men and money in order to repel foreign aggression. Sankolinsin was placed in command of the Tá-koo forts, at the mouth of the Pei-ho, which river is the waterway to Tien-tsin, and up to within a few miles of Peking.

The Tá-koo Pauti, which means great village forts, are situated at the mouth of the Pei-ho, *i.e.*, the north river in the Province of Pe-chili, or the "Home Province"; and they really command the high road to Peking from the sea.

A little distance outside the forts, but within shelling distance, is a bar of mud across the mouth of the river, which cannot be crossed except at or about high water, and only by vessels of moderate draft. When inside the bar there is a good depth of water in mid-channel, but as the low mud banks extend out a long way, the channel is very difficult and

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narrow ; but there are beacons to show the channel, which, however, would, of course, be removed in war time. On the north bank, at the mouth, is a large fort, called the Outer North Fort, with a wet ditch all round it. It is furnished with two large and lofty cavaliers, upon which heavy ordnance may be mounted to command an all-round fire. There are also some strong casemates. About three-quarters of a mile above the Outer North Fort, and on the same bank, is the Inner North Fort. This also has a lofty cavalier. It is surrounded with deep wet ditches, and it completely, owing to a bend, enfilades the entrance, delivering a cross-fire in conjunction with the outer forts against ships attempting to pass. It also, with the Outer North Fort, commands the land side, which is quite flat. This was the Fort taken by assault in August, 1860, by the British and French troops.

On the south bank, close to the entrance of the river, is a very strong fort called the Tá Pauti, or Great Fort. It mounts several guns, and being some little distance in from the bank and rather low, it is a bad mark from the river side ; but at high tide it is much nearer the river. For most of its distance round it has three ditches. It is about 1,000 yards long and 200 yards broad in the middle, tapering off at the ends. On the river side it has strong casemates, and on the land side two lines of breastworks with traverses ; it has also three large and lofty cavaliers, which divide the fort into four equal parts. About three-quarters of a mile above the Great South Fort is the Inner South Fort, which is much smaller than any of the others, and, like the Inner North Fort, enfilades the entrance of the river and gives a cross-fire.

Around the village of Tá-koo (a village as large as a good-sized town in England), on the south side of the river, and commencing at the Great South Fort, is a strong breastwork and broad deep ditch ; this ends at the termination of the village near the Tien-tsin road, close to the river. The walls of these forts are very strong, being made of a quantity of trees of the Pei-ho elm, rammed in pile-ways one behind the other, and filled in with rammed earth, and they command a good cross-fire in all directions. The Pei-ho winds very much in its course, and there are forts at various places to command the reaches. An immense trade is carried on, Tien-tsin being the chief port in North China, and here the Grand Canal terminates, and here also is the chief salt store of China, the salt trade being an Imperial monopoly.

Mr. Bruce, the British Minister, arrived off the Pei-ho on the 18th of June, 1859, and tried to open communications with the Chinese officials ; but beyond some messages passing between a few Mandarins of inferior rank and members of his suite, no notice was taken of him, except that it was communicated to him through these means that he would be allowed to proceed to Peking by a passage to the northward, but that no man-of-war would be permitted to enter Pei-ho. Mr. Bruce put the matter in the hands of the British Commander-in-Chief, Admiral Hope, who decided to force a passage into the river.

On the 25th of June the Admiral, with his flag flying in the "Plover," followed by the gunboats and gun vessels "Lee," "Nimrod," "Cormorant," "Opossum," "Banterer," "Starling," "Forester," "Kestrel," "Janus," and "Haughty," took up a posi-

tion off the Pei-ho forts. Shortly after this, unfortunately, the "Banterer" got ashore on the north bank of the river, and the "Starling" on the south bank. In addition to the forts, the entrance was obstructed first by a chain, next by iron stakes and boom across the river in three different places. The "Plover" and "Opossum" forced an entrance through the first boom; the forts then unmasked all their guns, and the action became general. The "Plover," "Opossum," and "Lee" had, after making a plucky fight, to drop out of action, all three, especially the "Plover," having suffered heavy losses in killed and wounded. Reinforcements were now ordered up from lower down the river, but the tide, which runs very strong there, prevented this being carried out as quickly as was required; but at length they came up, and the Chinese, slackening their fire a little, the landing brigade was ordered to prepare to land. Admiral Hope had been wounded early in the action on board the "Plover," and the gunboat was almost entirely disabled; he shifted his flag to the "Opossum," but by a fall caused by the mainstay against which he was leaning being cut in two by a round-shot, he broke a rib and was severely shaken. At 5.45 the landing party got ashore and tried to wade through the thick, deep mud. Many obstacles had to be encountered in addition to the mud, such as iron crows' feet, stakes, &c., and a heavy fire from several guns, jingalls, rifles, and arrows, the latter being very effective at such close range. Eventually the British force had to withdraw from the attack with the loss of the "Plover," "Cormorant," and 464 officers and men killed and wounded, which is sufficient proof of their gallantry; but the fight was

against forts, guns, and a position quite beyond the power of such a force to contend against.

The French lost four killed and 14 wounded in their little representative force, including Captain Tricault Du Chayla, who was badly wounded. The United States flag was also represented during the engagement.

As far as could be ascertained, the Chinese lost 1,000 killed, but nothing is known as to the number of their wounded.

Upon the official report of the repulse at the Pei-ho forts being received in London, the British and French Governments decided to prepare a joint expedition to punish the Chinese, and to make them respect Treaties. The fleets of these allied Powers had already, on the 10th of August, established a blockade of the Pei-ho. The United States Minister, Mr. Ward, and suite, were permitted to go to Peking, but to do so had to leave the United States man-of-war at the mouth of the Peiho, and proceed up the river in junks. Mr. Ward was told he would have to go to the Emperor, which he refused to do. The Emperor then declined to receive him or to ratify the Treaty in Peking, so that Mr. Ward returned to Pehtang, near Tá-koo, where ratifications were exchanged, but in a very ungracious, if not insulting, manner on the part of China. It was stipulated in this Treaty by China to open the ports of Swatow and Taiwan to the United States, but ratifications were no sooner exchanged than the Chinese repudiated the Treaty by refusing to open these ports.

The British and French fleets were now much strengthened in China, an expeditionary army was organised

in India, the command being given to Lieut.-General Sir Hope Grant, who had recently greatly distinguished himself in the Indian Mutiny war, and the French prepared an expeditionary army, and Baron Gros, who had been colleague of Lord Elgin in his lordship's first Embassy to China, was again appointed special Ambassador by the Emperor Napoleon, Lord Elgin being appointed in the same capacity by Queen Victoria. Lord Elgin arrived at Hong-Kong on the 21st June, 1860, and found that the British forces had moved north. The rendezvous eventually was to be Ta-lien-hwan Bay, and that for the French, who had been delayed by the loss of some of their store ships, Chi-foo, the former being on the north, the latter on the south coast of the Gulf of Pe-chili, and respectively about 225 miles and 210 miles distant from the mouth of the Pei-ho. Strong British garrisons were left at Canton and Hong-Kong, the latter partly as reserves for those at the front.

Affairs in China at this time were exceedingly complicated ; thus the Taiping rebels had made such headway in the richest parts of the Central Provinces that they had become a local source of danger to the great foreign depôts of trade, especially Shanghai, and whilst Great Britain and France were at war with the Emperor of China, His Imperial Chinese Majesty's lieutenants were actually seeking assistance from these Western Powers to put down insurrection of their own countrymen. Ho, the Governor-General of the Two Kiang, even went so far as to make proposals to Mr. Bruce and M. de Bourboulon, the latter then the accredited French Minister to China, to aid him in driving back the rebels, in exchange for which service he

promised to mediate with the Emperor to adjust their claims. Of course, this offer of mediation was out of the question, but Mr. Bruce determined to take steps to secure the safety of Shanghai and the immediate neighbourhood, and in a despatch to Lord John Russell he thus wrote :—" I decided in concert with M. de Bourboulon that it was expedient, both on the grounds of policy and humanity, to prevent, if possible, the scenes of bloodshed and pillage being enacted here which took place at Hangchow-fu when that city was lately assaulted by the insurgents ; and it appeared to me that, without taking any part in this civil contest or expressing any opinion on the rights of the parties, we might protect Shanghai from attack, and assist the authorities in preserving tranquility within its walls, on the ground of its being a port open to trade, and of the intimate connection existing between the interests of the town and of the foreign settlement, the former of which cannot be attacked without great danger to the latter. We accordingly issued separate proclamations to that effect in identical terms."

The proclamation was as follows :—

"The undersigned issues this special proclamation to tranquillize the minds of the people.

"Shanghai is a port open to foreign trade, and the native dealers residing therein have large transactions with foreigners who went to their place to carry on their business. Were it to become the scene of an attack and of civil war, commerce would receive a severe blow, and the interests of those, whether foreign or native, who wish to pursue their peaceful avocations in quiet, would suffer great loss.

"The undersigned will therefore call upon the Commanders of Her Majesty's naval and military forces to take proper measures to prevent the inhabitants of Shanghai from being exposed to massacre and pillage, and to lend their assistance to put down any insurrectionary movements among the ill-disposed, and to protect the city against attack.

"Shanghai, May 26th, 1860."

At this period, General Ignatieff was Russian Minister at Peking, but in consequence of the impending advance of the allied forces of Great Britain and France, which he thought might lead to a feeling of revenge on the part of the Chinese population against foreigners, he withdrew, with the other members of the Embassy, from Peking. The Russian Ambassador must also be credited with the laudable desire of displaying to the Chinese Government that Russia gave its moral support to the allied Powers, who were forced to take action in consequence of the Chinese Emperor's disregard of Treaties.

The allied British and French were ordered to rendezvous near to Sha-la-tung shoal, about twenty miles from Peh-tang, and the landing was to take place on the 31st July. The rendezvous was carried out, and the fleet was moved near shore, but the weather being rough, the landing was delayed until the following day. The Chinese garrison at Peh-tang offered no opposition to the landing, and forts and town were at once occupied and an advance was made the following day by a strong reconnoitring force, consisting of 1,000 French, with two light mountain guns, and 1,000 British. About

three miles and a half on the road to the Pei-ho forts, this force came in sight of a considerable Chinese outpost, who opened a smart fire ; but the French brought their two guns into action, covered by which fire the allied infantry deployed and advanced. A short distance on a pretty strong entrenchment was seen occupied by the Chinese, and about 3,000 Tartar Cavalry forming up, word was sent back to Sir Hope Grant, who brought up reinforcements ; but, not wishing to bring on a general engagement then, he withdrew the whole force to Peh-tang. The Tá-koo forts are five in number—that is, two on the north side and three on the south side of the mouth of the river. The country about here being a perfect plain, is consequently swept in all directions by the fire of these forts, and the lofty cavaliers give an all-round and commanding fire. There were three deep ditches full of water round the Great South Fort, two to each of the North Forts, and one to the Inner South Fort. The forts all delivered a cross-fire on the entrance. There were other smaller forts higher up the river, all more or less of use in defending the passage above the first bend. The idea of Sir Hope Grant was to take the North Forts, aided by the fleet, and the capitulation of the South Forts was expected to follow. About three miles from the Inner North Fort was the entrenchment of Sinho, where the greater part of the Chinese army was assembled. It was, of course, necessary to attack this place first.

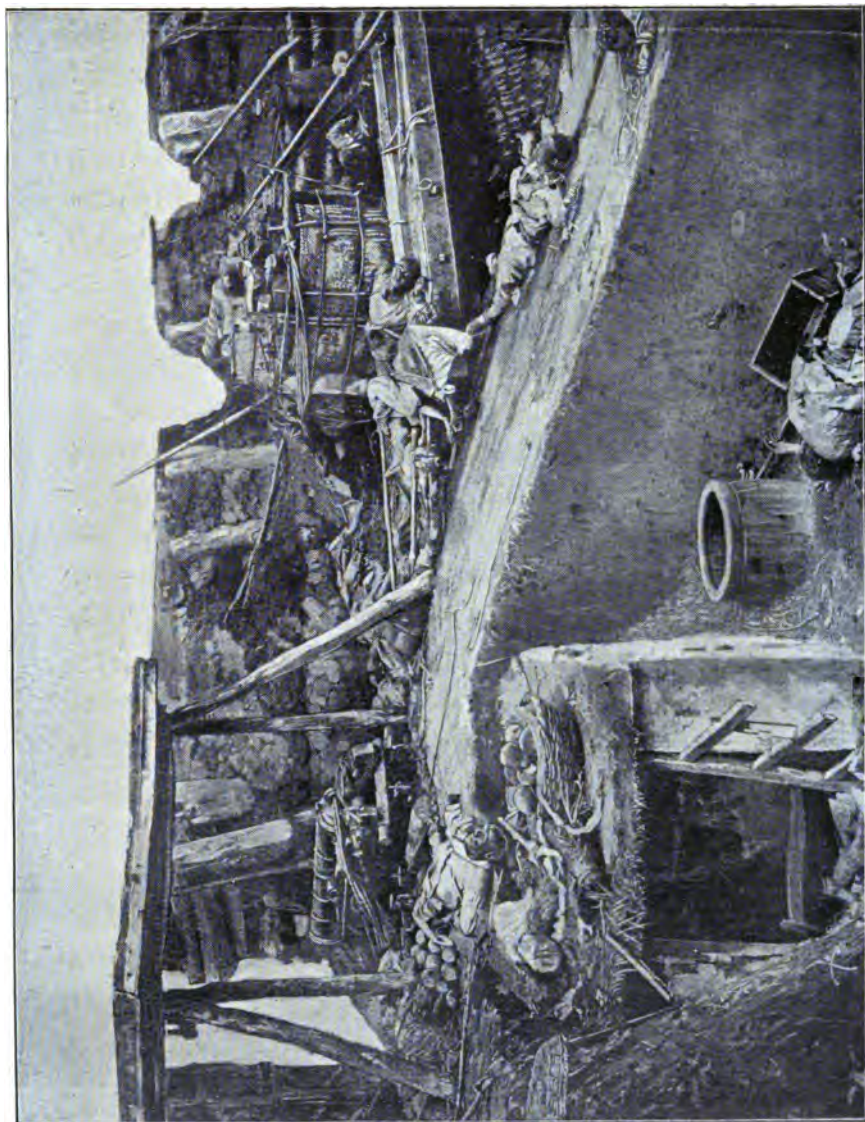
In the reconnaissance which had been sent out on the 9th August under Colonel Wolseley (now the Field Marshal Commander-in-Chief), that officer had made careful notes as to the route the allied forces should take in making for the

Tá-koo forts, and the Commander-in-Chief adhered to this information and guidance. On the 12th August the advance began. Sir Robert Napier's Division moved to the west of Sinho, to take the Chinese in flank, whilst the main portion of the army, under Sir Hope Grant, moved against the entrenchments. Sir Robert Napier, in addition to two Brigades of Infantry, had with him the King's Dragoon Guards and Fane's and Probyn's Regiments of Indian Horse, a battery of Armstrong guns, and a battery of six-pounder guns. The first opposition was from a force of some 3,000 Tartar Cavalry, who made a most gallant charge with the intention of cutting in between the main column of the Second Division and its rear guard. The British Artillery opened a heavy fire on them, and the King's Dragoon Guards and the Indian Cavalry charged them, and after a short but sharp fight the Tartar horsemen retreated. The Chinese were then driven out of Sinho by the allied troops, which had then effected a junction, Sir Hope Grant courteously handing over to General de Montauban further operations in this direction, and ordering a British Brigade to support him.

The next place attacked was the entrenched camp at Tung-koo, and this place being taken on the 14th August, the Tá-koo forts were laid open to attack. There was some considerable difference between Sir Hope Grant and General Montauban as to the plan of attack on these forts. Sir Hope Grant wished to attack the North Forts, whilst General Montauban wished to attack the South Forts ; but the French General courteously fell in with Sir Hope's plans, and it was decided to take the Inner North Fort first. For this service

the British troops detailed were the 44th and 67th Regiments, a detachment of Marines, Milward's and Govan's Field Batteries, and the heavy siege guns and mortars, with 1,000 French soldiers with six guns. The British had in reserve a battalion of the 3rd (the Buffs) and a regiment of Punjaub Infantry. At 5 a.m. on the 21st, the Chinese commenced the fight; the firing soon became very heavy, and this continued for four hours, when about nine o'clock the main magazine of the Inner North Fort exploded, doing immense damage; but when the smoke cleared off, the Chinamen re-opened fire with great determination. Almost immediately after this an explosion took place in the Great North Fort, caused by a shell from one of the British gunboats. The British and French Infantry now stormed the Inner North Fort, which they captured after an obstinate defence. The Chinese garrisons in the other forts, now seeing that further resistance was useless, hoisted flags of truce, and sent out an officer to make terms; but as he or, the garrison of the Outer North Fort, from whence he came, seemed undecided, Sir Hope Grant ordered up troops and guns, and the fort capitulated, the forts on the other bank surrendering on the two following days.

After the taking of the Tá-koo forts, the British and French Ambassadors went on by water to Tien-tsin, escorted by a portion of their respective fleets of gunboats, and were given residences in a large Yamun. The day after Lord Elgin and Baron Gros arrived at Tien-tsin, Kweiliang, one of the Secretaries of State, arrived there with a request that the allied forces would not proceed any further, and he at the



INNER NORTH FORT, TA-KOO, AFTER CAPTURE BY ASSAULT.

same time asked that a day might be fixed for a meeting to negotiate terms. Lord Elgin's reply was that the Allies would suspend operations upon the following conditions :—

- 1.—An apology for the attack on the allied forces at the Pei-ho.
- 2.—The ratification and execution of the Treaty of Tien-tsin.
- 3.—The payment of an indemnity to the allies for the expenses of naval and military preparations.

The Chinese Commissioners agreed to these conditions, but a falling out took place over the strength of the escort of allied troops to accompany the Ambassadors to Peking, and the Chinese Commissioners finally said they could not sign the Convention without first submitting it to the Cabinet for approval. The whole affair was a trick on the part of the Chinese officials in order to delay the advance of the Allies, and so give them time to organise their defensive measures. Lord Elgin saw through it, and on the 9th September the forces commenced the march on Peking. On the 13th, the army arrived at Ho-se-woo, where a camp was formed. Lord Elgin now informed the three Chinese Commissioners, T'sai, Prince of I, Minyin, and Hang-ki, that, in consequence of former deceit, he would not sign any Convention until he arrived at Tung-chow, a city twelve miles from Peking ; but the next day he sent Messrs. Wade and Parkes to Matow, half way between Ho-se-woo and Tung-chow. Upon arrival at Matow it was ascertained that the Chinese Commissioners had gone to Tung-chow, so they went on and arranged the terms of a Convention, by which it was agreed that the allied armies

were to halt twelve miles from Tung-chow, whilst the Ambassadors were to proceed on to Peking, accompanied by a strong escort ; and it was further agreed that Mr. Parkes was to return to Tung-chow on the 17th to make final arrangements. On the 17th, Messrs. Wade and Parkes, together with Mr. Loch (now Lord Loch), Mr. De Norman, a member of Mr. Bruce's Legation, and Mr. Bowlby, the *Times'* correspondent, started from Ho-se-woo, the escort consisting of six of the King's Dragoon Guards and twenty Sowars of Fane's Horse, under command of Lieutenant Anderson. Colonel Walker, Quartermaster-General of Cavalry, and Mr. Thompson, of the Commissariat, were also of the party, the former to choose a camping ground for the army. At Chang-kia-wan the British party were met by a number of Mandarins, who appeared very friendly. Arrived at Tung-chow, they were received by the Chinese Commissioners, but upon Lord Elgin's letter being read to them, they raised difficulties ; however, eventually, as was thought, matters were settled in a satisfactory manner, and on the following morning the party started back to meet the army.

Now occurred as horrible a piece of treachery as has ever been recorded. Near Chang-kia-wan Mr. Loch found concealed about 1,000 Tartar Cavalry, and near them a masked battery of twelve guns. Mr. Loch, who had been joined by Mr. Parkes, rode back to their party, when Colonel Walker informed him of the presence of a large body of Chinese Infantry concealed. The intention of the enemy was, of course, to surprise the approaching allied armies. A hurried council of war was at once held, and it was decided that

Colonel Walker, Mr. Thompson, and five of the King's Dragoon Guards were to keep near about where they were, not keeping on the move, and that in the event of their being attacked, they were to gallop back to warn the approaching army of the presence in force of the enemy. It was also arranged that Mr. Parkes should go back to Tung-chow to interview the Prince of I, and to warn the remainder of the party which had been left behind; and finally, that Mr. Loch should ride back towards the advancing army, which he reached in safety, in company with three Sowars.

Meanwhile, the allied armies found themselves with a swarm of Tartar Cavalry on both flanks, whilst a swarm of Chinese Infantry poured down on the right front, their front being entrenched. General Montauban wished to engage the Chinese at once, but gave way to Sir Hope Grant, who feared that any attack might endanger the lives of Mr. Parkes and his party. Mr. Loch, accompanied by Captain Brabazon, R.A., and two Sowars, one of whom carried a white handkerchief at his lance-head as a flag of truce, rode back to Tung-chow.

To shorten the story of this treachery of the Chinese.

In about two hours, dispositions for attacking the Chinese army, if it became necessary, were made, when suddenly a fire was opened from the Chinese centre, and Colonel Walker, with his party, galloped out from the Chinese lines. All reached the British army, though Mr. Thompson, one trooper, and a horse were slightly wounded. The attack was now ordered. General de Montauban, to whom was lent a squadron of Fane's Horse, attacked the left. In the centre was the 9-pounder battery and a squadron of the King's Dragoon Guards; the

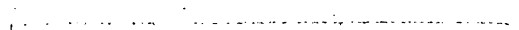
99th Regiment moved along the road, whilst the Armstrong Battery, the 15th Punjaub Infantry, the 1st Sikh Cavalry, and three 6-pounder guns, and the 2nd (Queen's) moved to the extreme left to turn the enemy's right. The Chinese army was completely defeated in this engagement, which has been named the battle of Chang-Tsia-Wan, with immense loss in killed and wounded, forty-three guns also falling into the hands of the victors. During the engagement, a large camp, which was the head-quarters of a number of Chinese Imperial Princes, was captured by Her Majesty's 99th Regiment and burnt. The remains of the Chinese army retreated to Peking.

On the 13th October, Peking capitulated, and the survivors of those who had been treacherously taken prisoners were given up. In addition to Mr. Loch, Mr. Harry Parkes, Mr. De Norman, Captain Brabazon, Lieutenant Anderson, and Mr. Bowlby, most of the escort had been taken prisoners. Captain Brabazon and Mr. Bowlby had been executed by the Chinese. Lieutenant Anderson, Mr. De Norman, three French prisoners, and several of the Sowars died from ill-treatment, the two former after being given up. Thirteen soldiers were returned. The French army took possession of the Yeun-ming-Yeun, the Emperor's Summer Palace, situated five miles from Peking.

Lord Elgin, after considerable consideration, decided to destroy the Yeun-ming-Yeun, in order to impress upon the Chinese Court and officials that reprisals must be made for such cruel treachery as they had shown towards the troops of the allied Powers. Some people have thoughtlessly attempted to urge that the destruction of this luxurious residence, consisting of over two hundred buildings and covering upwards



HIS LATE IMPERIAL MAJESTY HIEN-FUNG.



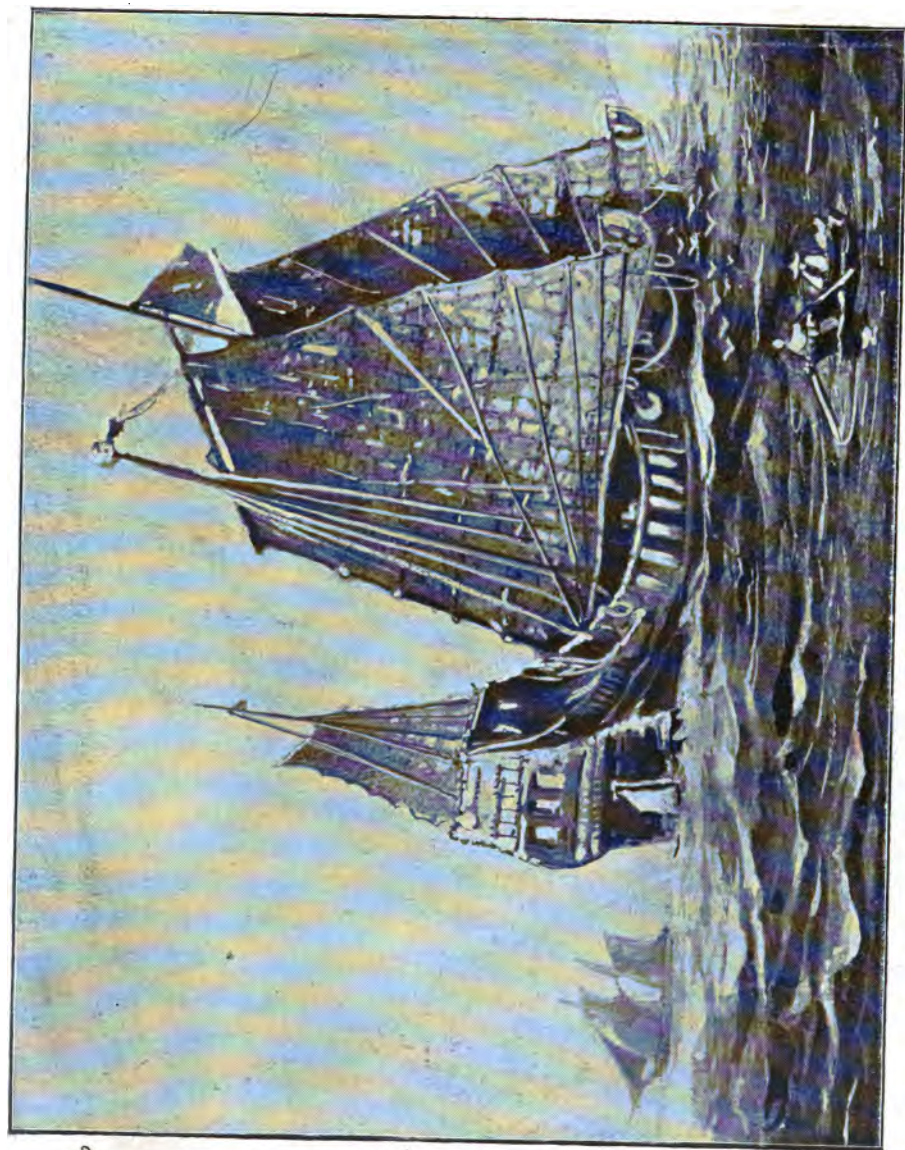
of eight miles of ground, was a ruthless piece of vandalism ; moreover, that books and ancient archives had been indiscriminately destroyed. There were no documents of any value destroyed, and the only sufferers by the destruction of the Palace were the Emperor and his household. The populace at large, where the allied forces were operating, had already good proof of the honourable desire on the part of the allied Commanders to deal honestly and fairly with them ; in fact, the transport service consisted to a very large extent of Chinese coolies. The Palace buildings were set on fire on the 18th October, 1860, the valuable collection of art treasures having been previously removed by the captors.

Previous to the burning of Yeun-ming-Yeun, Lord Elgin addressed a communication to Prince Kung acquainting him with his decision to destroy it ; and he also published a proclamation in Chinese, copies of which were affixed to all the buildings and walls in the neighbourhood of the allied camps and Yeun-ming-Yeun, stating "That no person, however exalted, could escape from the responsibility and punishment which must always follow the commission of acts of falsehood and deceit ; that Yeun-ming-Yeun would be burnt on the 18th, as a punishment inflicted on the Emperor for the violation of his word, and the act of treachery to a flag of truce ; that as the people were not concerned in these acts, no harm would befall them, the Imperial Government alone being held responsible."

Without entering too much into detail, a little description of the Yeun-ming-Yeun may be of interest to my readers. Like all large residences in China, it consisted of a great

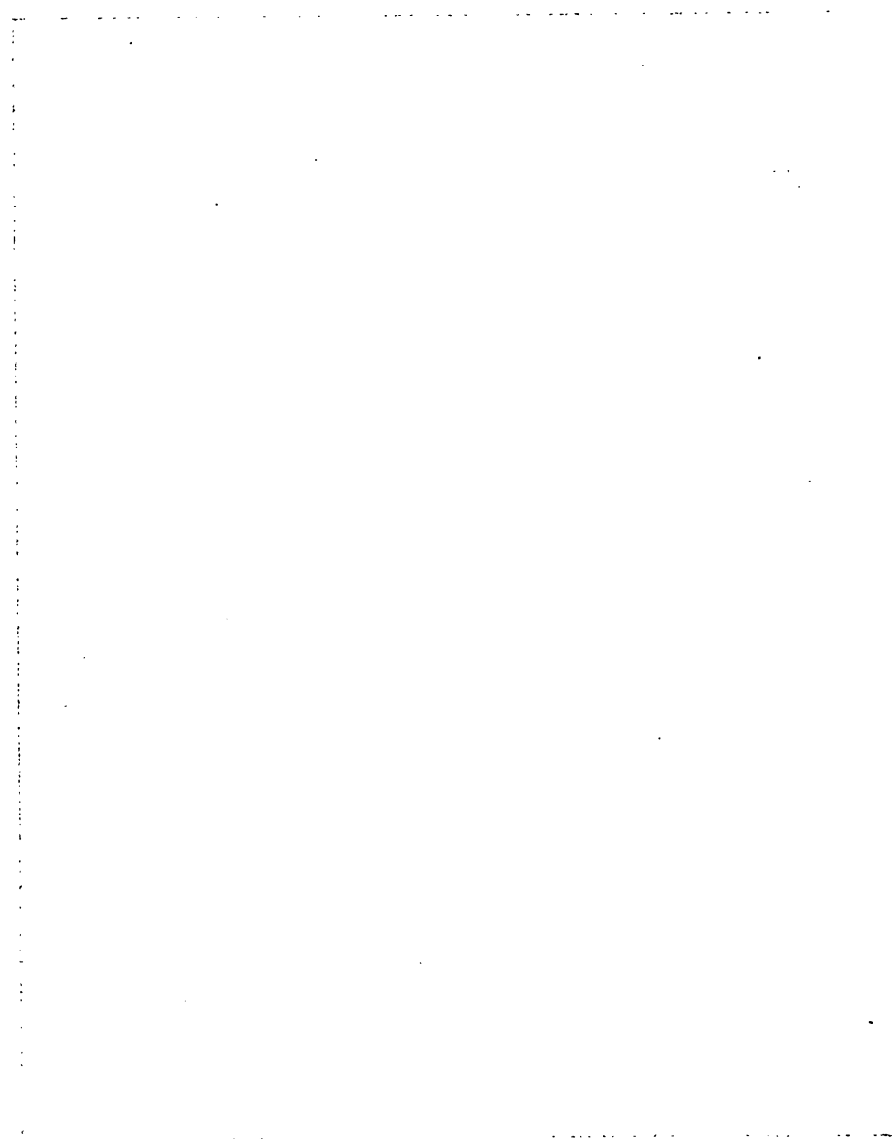
number of isolated residences connected by courts, gardens, and terraces. The buildings which constituted the State Apartments were near the Hall of Audience, the rooms being very spacious and all opening to beautiful gardens, which led down to a marble terrace extending along the shores of a lake quite three miles long. On another part of the shores of the lake, for quite a mile and a half, were numerous ornamental summer-houses and residences, joined by beautiful gardens ; these residences were used for lodging the Emperor's most distinguished guests. The whole of the balustrade of this great terrace was made of white marble, beautifully carved. All along this terrace, at about every thirty yards, stood very handsome blue inlaid enamelled vases, with imitation flowers made of cornelian, jade, blood and other precious stones, whilst scattered all over the vast gardens were magnificent bronzes of lions and other animals larger than life. These bronzes were of course too large for removal ; indeed, as winter was fast approaching, time would not have allowed of their removal ; none of them, however, were injured by the fire. Large and destructive as the fire was, only a portion of the Palace was destroyed.

The Emperor had fled some time before this to his Hunting Palace in Mantchouria, and had given his brother, Prince Kung, full powers to treat with the Allies. In order to keep the Chinese authorities to their promise as to ratifying the Treaty, the stronger parts of the city of Peking were occupied, batteries were constructed, and several British and French regiments furnished detachments to guard special points. The Anting gate, being of great strategic importance,



A CHINESE JUNK.

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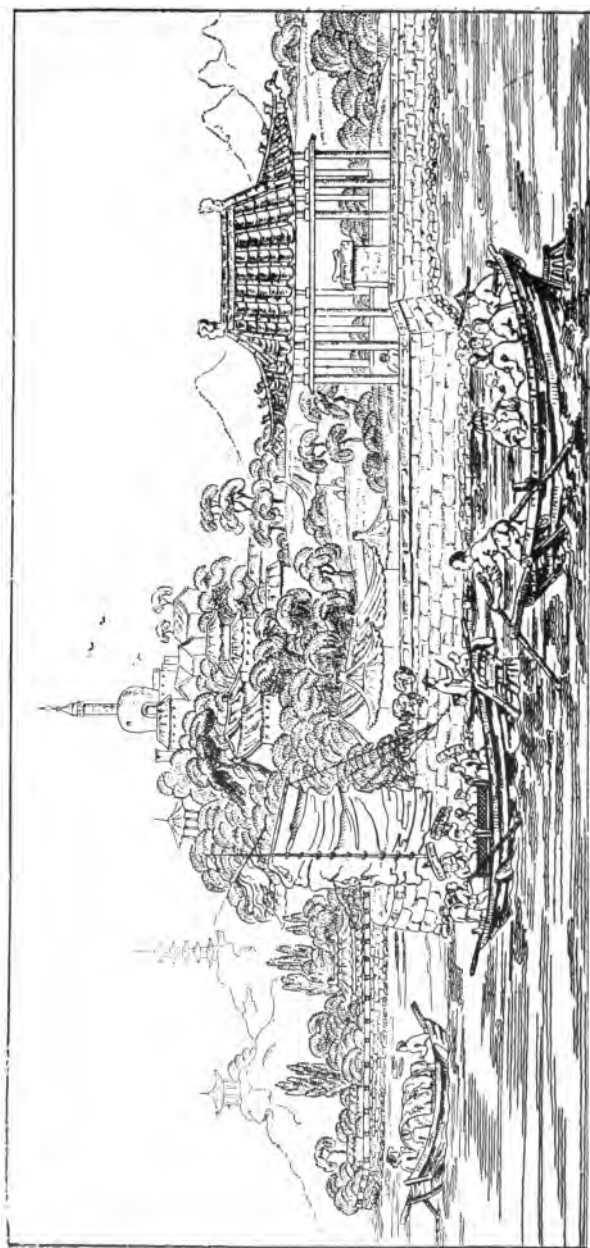
was strongly occupied. This gate opens direct into the city and is fortified by a wall of great thickness, extending in a semi-circular form, the convex side being towards the country ; thus the gate is secured against direct attack.

The City of Peking, or, more correctly written, Peching, is situated on a plain. It is oblong in shape, and is divided into two distinct cities, viz., the Wailo-tcheou, or External City, in which the Chinese dwell, and which is on the south side ; and the Kuan-tcheou, or Imperial City, in which the Tartars reside. Within the Kuan-tcheou is the Zin-tcheou, or City of the Throne, in which is situated the Zun-Zin-tcheou, or Imperial Palace. The City of the Throne is oblong in shape, and is two and a half miles in perimeter, and is surrounded by double walls of considerable height, which are of the Imperial colour—yellow. In addition to the Emperor's Palace, which is very extensive, it contains several Government buildings, military storehouses, and some delightful gardens and ornamental waters. The numerous buildings of the Imperial Palace are covered with very handsome yellow tiles, many of them at the eaves being in the form of dragons and other fantastic animals. The tiles of the Princes' houses are bright green, and those of ordinary houses are grey. The Kuan-tcheou is seven and a half miles in perimeter ; it contains, amongst other great buildings, the temple of Fo, or Shigemuni, in which is a statue of the god, 60 feet in height, and made of copper gilt.

The Wailo-tcheou, or town of the Chinese, is without the other walls, and may, in fact, be considered a suburb. In the Chinese town is situated the Tien-tan⁹ or Eminence of

Heaven, and the Tec-tan, or Temple of the Earth ; the former is round, and the walls surrounding the various buildings are two miles in circumference. The Tec-tan is square ; its walls have a perimeter of two and a half miles, and within the enclosure is a field in which the Emperor ploughs once a year, and sows five kinds of grain, viz., wheat, rice, two kinds of millet, and pulse. The Chinese City is walled, but not as strongly as the Tartar City.

The walls of the Tartar City are very lofty, the curtain walls being upwards of 40 feet high, surmounted by a parapet deeply crenated, and the merlons loop-holed ; they are 20 feet thick at the base and 12 feet on the top. The walls on the exterior face, which is smooth, slope somewhat, but the interior face is constructed like steps, the bricks being placed like the stones of the Pyramids. There are flanking towers a bow shot (60 yards) apart, and projecting 40 feet from the curtains. The whole perimeter of the walls of the Tartar and Chinese towns is 18 miles, and there are 16 gates leading into them. Over each gate is a pavilion-shaped watch-tower of nine stories, perforated with port-holes, the lower story forming a spacious hall, used for guard-mounting purposes. Before each gate is a "place of arms," 360 feet in extent, enclosed by a semi-circular wall of the same height and thickness as that which surrounds the city. The great roads leading up to the city are commanded by a large pavilion-shaped tower like the inner one—thus the inner tower commands the interior of the city, and the outer one the approach, whilst both command the space between the two, should an enemy effect an entrance—in fact, the whole work forms a barbican.



LAKE IN PALACE GROUNDS, PEKING.

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The great roads leading to the city are paved with blocks of granite, but the streets within are unpaved. Unlike all other Oriental towns, the streets of Peking are very wide, varying from 140 feet to 200 feet in width. The houses, as a rule, are only one story high ; but the appearance of the streets is pleasing, as they are lined with shops, the numerous wooden pillars of which are painted in bright colours, principally red and blue, with a quantity of gilt ; each shop also has its gaily painted sign. There are several triumphal arches across the principal streets, which always consist of a large central gateway, with a smaller one each side, the roofs being highly decorated.

The private houses, nearly all of which have nice grounds attached, are seldom to be found in the main thoroughfares, but in roads leading into them, from which they are shut off at night by gates.

The public offices are in the Tartar City. The chief of these are the Hanlin College and the Halls of the Six Tribunals. There is also in the Tartar City a lake of ornamental water a mile and a half in length, and about a quarter of a mile broad, across which is a very picturesque bridge of nine arches, all of white marble. In the lake is an island, on which is a Temple and Pagoda, and the banks of the lake are bordered with trees, principally the graceful weeping willow.

The population of Peking has been variously estimated, but, as may be concluded from the foregoing description of the city, it is very misleading, as although it covers such an enormous extent of ground, there is a very large portion of open space. The probability is that it does not exceed three *one* millions.

To return to the doings of the allied British and French. On the morning of the 20th October, Lord Elgin officially received from Prince Kung the absolute submission of the Chinese Government to all the demands of the Allies, and the Prince at the same time requested that an early date should be appointed for the signature of the Convention and exchange of the Ratifications of the Treaty of Tien-tsin. On the 22nd October, the allied Ambassadors entered the city, and on the 24th the Ratifications of the Treaty of Tien-tsin were exchanged and the Convention of Peking signed.

In order that there should be no possible plea for repudiation of these instruments at any future time, the Ambassadors stipulated that the Great Seal of the Empire and the Emperor's decree authorising Prince Kung to append it, together with a document stating that he was so authorised, sealed and signed by Prince Kung, should be considered a sufficient ratification. It was also determined that nothing should be left undone to make the ceremony as stately as possible. The Hall of Ceremonies in the Imperial City was set apart for the function. Lord Elgin was carried in a chair of state by sixteen Chinese bearers in royal scarlet liveries, the escort consisting of six hundred mounted and dismounted men, Sir Hope Grant and Staff and many other officers riding in the procession, whilst the division of the British army, commanded by Sir Robert Napier, occupied the chief positions along the line of route from the Anting gate to the Hall of Ceremonies. Upon arrival at the Hall of Ceremonies, Lord Elgin was received with Royal honours. The official duties were of short duration, and he took leave of Prince Kung, all honours being accorded him as on his arrival.

On the 1st November, the French army retired from Peking, the British army remaining until Lord Elgin and Baron Gros left. The Chinese Government were made to pay £100,000 indemnity to the families of the British officers whom they had murdered.

In addition to this comparatively small sum, the Chinese had to pay a war indemnity of 8,000,000 taëls.*

The following is a summary of the Convention :—

In Article 1 the Emperor regrets the misunderstanding at the Tá-koo Forts last year.

Article 2 stipulates that a British Minister shall reside at Peking.

Article 3 contains arrangements for the payment of the indemnity by instalments.

Article 4 stipulates for the opening to foreign trade of the port of Tien-tsin.

Article 5 removes the interdict on emigration.

Article 6 cedes Kowloon~~g~~, which is on the mainland, opposite to Hong-Kong, to the British Crown.

Article 7 stipulates that the Emperor of China shall at once put into operation the Treaty of Tien-tsin.

Article 8 orders that the Treaty between Great Britain and China shall be at once promulgated throughout China.

Article 9 stipulates that Chusan is to be evacuated by the British forces.

This Treaty has been carried out, and the British and Chinese Courts have carried on friendly intercourse, with the

* A tael at this time was worth at least 6s. 8d.

exception of a few little misunderstandings, ever since, these misunderstandings having been caused by Chinese subordinates, and not by the higher authorities.

When the allied forces retired from Peking, the larger portion evacuated China, but garrisons were left during the winter at Tien-tsin and at the two outer Tá-koo forts, the British occupying Tien-tsin and the Great South Fort, Tá-koo, and the French the Great North Fort, Tá-koo. The following year Tien-tsin was evacuated, but the two Tá-koo forts were occupied until well on in 1865, in July of which year they were dismantled, the author of this book then being in command of the British detachment, and having the duty of dismounting and sending off to H.M.S. "Hesper" the siege train guns, a battery of field guns, and the contents of three large magazines. The British and French flags were soon afterwards lowered, and the two forts handed over to the Chinese authorities.

Shanghai, which had also been garrisoned by a British force for some years, was evacuated about the same time.

Since the conclusion of peace between China and the allied British and French, China has had three wars of considerable importance. The first was with Russia, which terminated with a Treaty, giving up an immense extent of territory to the latter Power ; but this Treaty, as will be seen further on, was very much modified previous to its coming into operation. Russia has, however, from time to time obtained very considerable tracts of territory in the north and north-east of the Chinese Empire.

In 1880, a war broke out between Russia and China, and China, in the early part of the operations, had some success,

defeating a considerable Russian force in the Terek Pass, then pursuing the retreating troops and beating them severely at Kizil Karghan and driving them back to Osh, with the loss of their supplies. In order to identify this locality, the Terek Pass is on the frontier between Turkestan and Kashgaria. The end of this war was, however, as was to be expected, disastrous to China, and a very incompetent Mandarin of the highest rank, Ch'ung-How, was appointed special Ambassador to negotiate. This official signed a Treaty humiliating and disastrous to China. Russia had practically annexed the territory of Ili, but under certain conditions, in fact under a pledge; and when these pledges had been redeemed, Russia declined to restore the territory, Ch'ung-How signed back most of Ili to China, but China was to pay five millions of roubles, to cede several strategic points which utterly destroyed the value of her frontier, several Russian Consulates and depôts were to be established on her frontier, and Russian merchants were to move to and fro Mongolia and the three Provinces of Tien-shen, Nan-lu and Peh-lu, without payment of duties, and were also to have an open and exclusive trade route from Kalgun to Hanchung both for export and import trade. These disgraceful terms were received with indignation by the Chinese, and a memorial was made to the Throne, from which I quote the following:—"The Russian demands show covetousness and truculency in the highest degree, and Ch'ung-How, in his extreme stupidity and madness, agreed to them; but their Majesties the Empresses, and His Majesty the Emperor, being incensed by this outrage, the Ambassador was changed accordingly. The High Dignitaries of the Privy

Council, His Imperial Highness, the Prince, the Ministers of the Tsung-li-Yamên, with hundreds of officials of the various parts of the Empire—in one word all the people, are fully aware that this state of affairs should not be allowed. The Treaty must be altered, in spite of all future troubles. If we do not alter the Treaty, we are not worthy to be called a nation." Further on the memorial says—"Instead of paying 2,800,000 tãels as indemnity for Ili, this sum should be used for engaging strong European soldiers, who will fight for us. The Russians encroach steadily on Eastern Turkestan and swallow How-han ; their object thereby is to seize the line of the back of India, which is connected with these distressing designs. England is also harassed. Li-Hung-Chang should explain to the English Minister that if the lips are lost the teeth will feel cold—that is, if the outlying States are taken by Russia, England will be in danger ; then he will perceive and also hate the common enemy." These and other passages appeared in the *Peking Gazette* by sanction of the Chinese Government, and a translation was sent to the Marquis T'seng, then Minister in London from the Chinese Court, to guide his Excellency in his dealings with the Russian Representatives. Fresh negotiations were commenced with St. Petersburg, the good offices of Great Britain in favour of China being also used, the result being that the offensively hard terms of the Treaty were very considerably modified. In the meantime Ch'ung-How had been degraded and sentenced to decapitation, but principally at the request of a very exalted person in England, the sentence was not carried out.

China has also had considerable quarrels with France,

which have resulted in large acquisitions of territory by the latter Power in Tonquin and Annam; in fact these two countries practically belong to France. The following are the chief points of the Treaty conceding these territories to France :—

- 1.—A full recognition of the French Protectorate over Annam and Tonquin.
- 2.—The final annexation of the Province of Dintluan to French Cochinchina.
- 3.—The occupation by French troops of the forts of Thuan-An, at the entrance to the river Hué, and the line of Vieng-Chan.
- 4.—The immediate recall of the Annamite troops sent to Tonquin, which are to be placed on a peace footing.
- 5.—Orders to be given to the Mandarins to rejoin their posts.
- 6.—The confirmation of all the appointments made by the French authorities.
- 7.—France undertakes to drive out of Tonquin the bands known as the Black Flags, and to insure the freedom of trade.

In this settlement between France and China, the former Power displayed great consideration for the interests of Great Britain in and about these regions.

In the summer of 1894 a war broke out between China and Japan, the bone of contention being the Kingdom of Korea, over which China claimed suzerainty. The Chinese were quite unprepared for war, but it was the reverse with the Japanese, who had an excellent and well-manned fleet,

and an equally good army, trained and equipped like the forces of the great Western Powers. The Chinese were beaten everywhere, by land and sea ; they were driven out of Korea, Port Arthur, and the whole of the Liao-Tong Peninsula soon fell into the hands of the Japanese, as did also the great naval port of Wei-hai-Wei ; in short, the most important part of North China was soon in their hands. In some cases the Chinese fought well, especially at the great naval engagements of the Yalu, but the superior naval knowledge of the Japanese prevailed, and the former were signally defeated.

In March, 1895, the great Chinese statesman, known to the world generally as Li-Hung-Chang, but more correctly Li - Tung - Chang, which means, " The Principal Chief Secretary Li," proceeded to Japan to represent the Chinese Emperor at the forthcoming peace negotiations. His Excellency was very well received by the Japanese officials, and, on the 19th April, the Treaty of Peace between China and Japan was signed.

In a condensed form the Treaty was to the following effect :—

- 1.—A payment by China of an indemnity of 200,000,000 taëls.
- 2.—The cession of the Liao-Tong Peninsula, up to the fortieth degree of latitude.
- 3.—The island of Tai-wan (Formosa) to be ceded to Japan for ever, absolutely.
- 4.—The opening of five new ports, especially named.

It was also stipulated that the lekin dues shall not exceed two per cent., and that the Japanese shall have power to open cotton factories and engage in other industries in China.

Japan was also to occupy the fortified port of Wei-hai-wei until the war indemnity is paid.

It was agreed that the Liao-Tong Peninsula, in which Port Arthur is situated, should only be occupied by Japan as a temporary measure.

China's greatest statesman had done his best and had succeeded in obtaining equitable terms from Japan, and it should be particularly observed that by it China did not lose on the mainland any territory as a permanency.

If Li's advice throughout had been taken during the many years he held high office previous to the breaking out of the war with Japan, China would have come much better out of the scrape, for had he been left a free hand he would most certainly have followed the advice with regard to the defences of the Empire, and which will be found further on, given him by General Gordon, for whom he has also had the most unqualified admiration.

I have observed, with regard to the Treaty between China and Japan, that the former did not by it lose any territory on the mainland, but it did lose the island of Formosa. It is questionable if China derived any benefit by being possessed of Formosa. A short description and history of the island may be of some interest.

The Island of Formosa, or, to use its more correct (Chinese) name, Tai-wan, lately ceded to Japan by China, under Treaty of Peace, lies between $21^{\circ} 58'$ and $25^{\circ} 15'$ North latitude, and between 120° and 122° East longitude. It is about 240 miles in length, but its breadth varies considerably ; at its extreme southern point it is about four miles across, at

about seventy miles from that point it is 60 miles broad, and at about seventy miles further on it increases to about 100 miles broad, from which point it decreases very gradually to about 60 miles in width at its northern end. The total area of the island is about 14,000 square miles, or about half the area of Ireland. Its southernmost point is about 440 miles from Hong-Kong, 160 miles from Amoy, and 150 miles from Foo-chow; and its most northern port, Tam-sui, is about 640 miles from the nearest point of Japan. The sea in the Straits of Formosa is full of banks, especially in the vicinity of the Ponghu Islands (the Pescadores or Fisher Islands). The wind blows furiously through the Straits at times, more especially at the change of monsoon, so much so that during the north-east monsoon sailing ships bound north, and attempting to beat through, have very frequently to give it up, and take a course to the eastward of Formosa—an island at the southern end, near which ships have thus so often to alter their course, being called “Turn About” Island. I have twice passed through the Straits of Formosa, steaming, and upon each occasion it was blowing a strong gale. A lofty range of mountains runs from end to end of Formosa, rising from the low flat about two miles in from the southern extremity, and terminating at the northern end of the island in lofty cliffs. This range is named Ta Shan, or Great Mountain, and many of the peaks are estimated to rise to a height of 12,000 feet, and they are therefore covered with perpetual snow for some considerable distance down. There are volcanoes on the island, some of which are slightly active, one of the craters, the Phy-nan-my-Shan, still emitting a lustrous brilliancy by night, and the

Ho-Shan, or Fire Mountain, emits slight flames from several points. The whole of the east side of Formosa is very precipitous, and almost everywhere unapproachable, the harbours being on the west and north side of the island. The climate of Formosa, though with a blazing tropical sun, is pleasant, being tempered with breezes and cool air from the mountains, but it suffers from frequent and furious typhoons, which do great damage. The soil is very fertile in most parts, and a large quantity of corn, rice, millet and maize is grown, and largely exported to China. Most Asiatic and many European fruits grow abundantly and to great perfection ; also a fine sort of green tea, which is used medicinally. The sugar cane is cultivated, the sugar from which is also exported to China. Timber, camphor, and pepper are largely exported, the timber being very fine and plentiful. The principal portion of the population is Chinese, but most of the eastern and mountainous part of the island is inhabited by aborigines, who appear to belong to the Malay race. The few aborigines living on the west side are completely under the subjection of the Chinese, but those on the east and amongst the mountains have never acknowledged the sovereignty of China, in fact they they have persistently harassed the Chinese authorities.

The island of Taï-Wan, it has been said, was not known to the Chinese until 1430 A.D., when a eunuch, returning from a western voyage, was driven on its shores during a typhoon. Upon reaching China he reported his discovery, but his countrymen did not take advantage of it until nearly two centuries afterwards.

It has already been mentioned that the Spaniards and the Portuguese formed small settlements on the island, and were dispossessed by the Dutch, who had received from the Chinese Government permission to found settlements and build forts on the island, China thus asserting her sovereignty of Tai-wan. In consequence of the protection afforded by the Dutch from the raids of the aborigines, and in order to escape from their Tartar conquerors, a large number of Chinese emigrated to Tai-wan, chiefly from the province of Fokien.

Tai-wan now began to play a prominent part in the political and military affairs of China. In 1644, in the reign of Shun-che, who was the first of the Emperors of the Mantchow Tartar dynasty, and who was extending his conquests of China west and south, there was living an immensely rich merchant named Tshing-tshing-kung, who had fitted out a large fleet to fight for the deposed Princes of the Ming dynasty; but, being offered a very high appointment at the Court of the new Emperor, he deserted the cause of his former Prince, but left his son, the brave Koshinga, in command of his fleet, who very soon had undisputed command of the China seas, neither Chinese nor foreign ships daring to dispute his supremacy. The Tartar conquerors, having taken Nanking, the ancient capital of China, besieged Canton, which latter place held out for eight months, being largely aided by Koshinga's fleet, but at length surrendered, after which the last Prince of the Ming dynasty fled to the Court of Pegu. I may here observe that Koshinga's fleet was manned entirely by men of his own province, Fokien, who have always been the best sailors in China.

The inhabitants of the provinces of Chekiang, Foh-Kien, and Quantung were staunch adherents of the Ming dynasty, and held out longest against the Tartars ; but, being at length overpowered, many of them took to the sea, placing themselves under the command of Koshinga. Suffering a slight reverse, they sailed to the Ponghu Islands, and having established themselves there, proceeded to Tai-wan, captured the Dutch forts after a four months' siege, and ejected the Europeans from the island, except a small English trading colony. Koshinga was made King of the Island of Tai-wan, and he at once encouraged a large number of his countrymen to emigrate to him from Fokien. About this period the Emperor Shun-che died, and he was succeeded by his son, Kang-hy, then only eight years old, a Regency being appointed. Koshinga had now become an absolute pirate, and was the terror of the inhabitants near the coasts of China, as well as of sailors. The Chinese forces being quite inadequate to cope with these pirates, the Government resorted to the expedient of depopulating the sea coast, and, with this object, all people dwelling near the sea shore were ordered to withdraw ten miles inland, in order to render barren the country that these depredators were in the habit of raiding. This artifice succeeded entirely, and upon the death of Koshinga, his son, who succeeded him, surrendered the island to the Emperor Kang-hy, in consideration of a title and a pension. The supporters of the late dynasty of China soon afterwards gave in their allegiance to Kang-hy, since which time Formosa has been a part of the Chinese Empire. Upon the breaking up of Tshing's fleet by his grandson, the followers of the latter, ashamed of the

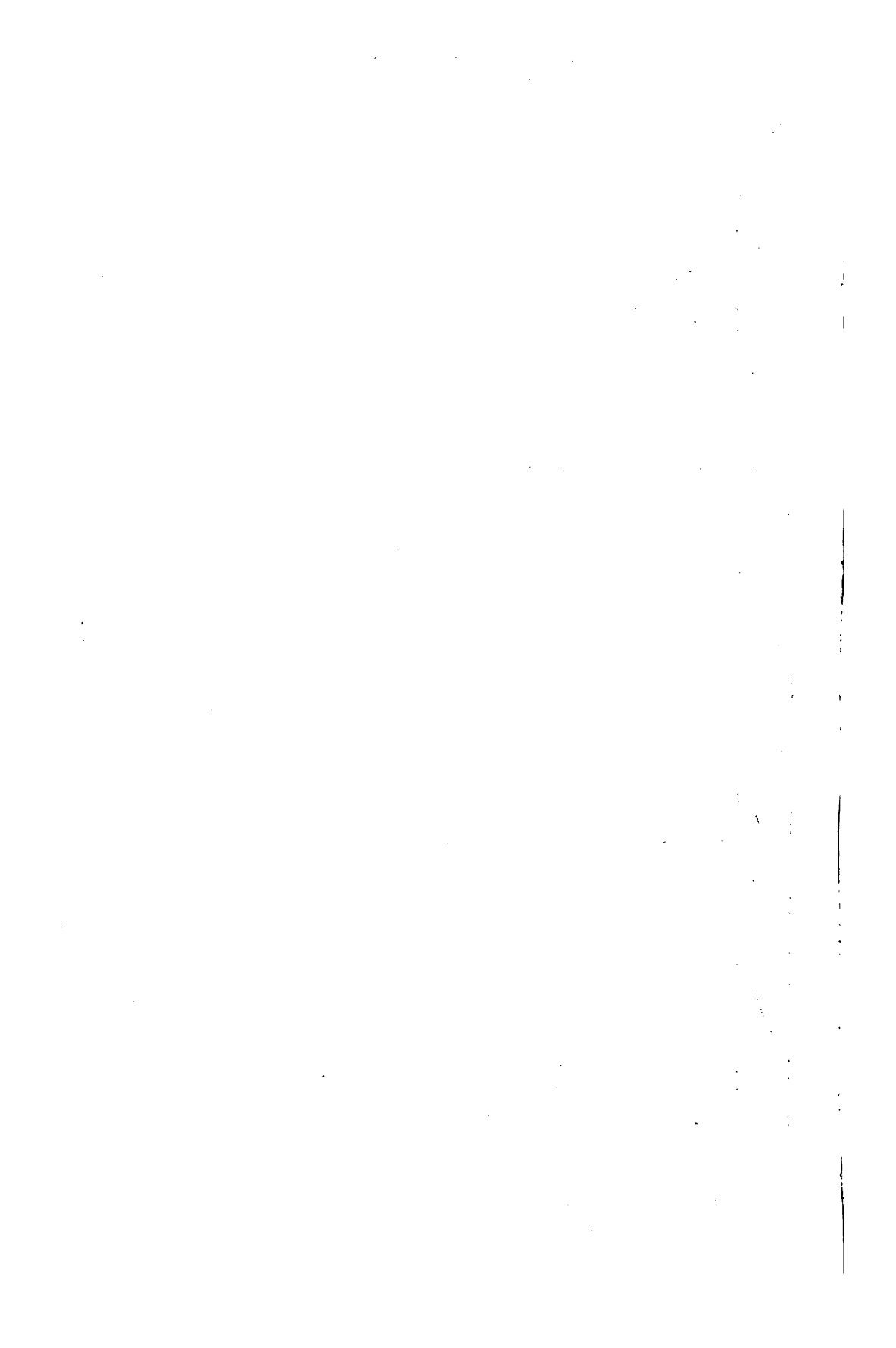
cowardice of their leader, took possession of the war junks and scattered, and each junk became at first a privateer against the Government, under its own commander ; but, in a very short time, they became absolute pirates, and carried on their depredations indiscriminately against foreign and native ships, and along the coasts. This may be considered as the origin of piracy in the China Seas—the most numerous, daring, and brutal pirates in the world, but whose power it has mainly been the laudable privilege of Great Britain to break up.

The Island of Formosa is, for administrative purposes, divided into four districts, viz., Thang-hua-hian, Tshul-lo-hian, Tai-wan-hian, and Fung-shaw-hian. The capital, Tai-wan-fu, is, as the termination of its name denotes, a first-class city, and, in many respects, has superior characteristics to most other Chinese cities, inasmuch as its streets are broader and straight, intersecting one another at right angles. In order to add to the comfort of carrying on business in these streets, by giving protection from the tropical sun, awnings are spread from house to house. The shops are large, and abound in goods of every description, tastefully arranged. These streets, or rather bazaars, are much frequented by the people in general as promenades, as well as for business.

The harbour of Tai-wan-fu has been much improved of late years, and is capable of further improvement. Ky-long-shy, at the northern end of the island, is, perhaps, the best harbour in Formosa, and could also be much improved ; and there are other harbours.

Formosa was, at one time, a portion of the Province of Fokien, but was afterwards constituted an independent province, with its own Governor-General.





Now that the Japanese have obtained possession of the island, they will, we may be sure, develop more fully its resources, which are undoubtedly very great, and it will prove itself, before many years are past, a very valuable acquisition ; but whether to the ultimate advantage or otherwise of the Western Nations, remains to be seen.

Regarding the Chinese army, it looks very formidable on paper, and with proper organisation, equipment, and training it would really be formidable. That a Chinaman will fight equally as well as the brave Tartars is well known, and anyone who has read the doings of the small force which fought under the immortal Gordon will have had sufficient evidence to satisfy him on this point. The troops associated with Gordon's operations, but under distinct Commanders, also fought well and were handled with much soldierly skill by Li-Hung-Chang and Tseng Kwofan. There are no men in the world more easily trained than Chinamen ; they will imitate anything they are shown, and as for obedience they are second to none.

During the late war between China and Japan it is significant that though the Chinese navy became practically non-effective very early in the war, the Japanese did not attempt to get to Peking by the Pei-ho route, and it is only to be deduced from this that the river, well fortified and armed according to European notions and garrisoned by China's best troops, equipped, drilled and disciplined like European troops, was too hard a nut to crack, and may fairly be put to the credit of China during the war, for had it not been for this obstruction the Japanese would most certainly have tried for

Peking, and, if they had succeeded, the terms of peace would naturally have been far harder on China.

It was an *old* saying in China, "*How jin pu tso ping,*" which means, "*Of a good man one does not make a soldier.*" That idea is long ago exploded. The ordinary Chinaman has an excellent physique, is plucky, cares little for death, and when properly fed and treated and well led, fights well. Moreover, a Chinaman is far beyond the average of even Europeans in intelligence, and he is very cool in the face of danger ; and climate has little effect on him. The Tartar—and there are many of them in the Chinese army—is yet a better soldier ; in fact, he is a soldier by nature, and loves war. Care is taken now in selecting men for the regular army, and this has been the case ever since they were first taken in hand by British officers, in 1863.

The finest part of the Imperial Chinese army is drawn from the Tartar troops. There are forty-eight Chiefs in Mantchuria, who are honoured with the Chinese title of "*Wáng,*" or Prince ; and each of those has to keep up a certain number of soldiers ready for him to bring into the field immediately he may be called upon to do so by the Emperor of China. The flower of the Tartar troops consists of the Bannermen. These banners are eight in number, viz., the Yellow, Blue, Red, and White, the other four being each of these colours bordered with one of the others, the border being sufficiently broad to make it conspicuous at a distance. The number of officers and men under each banner is 10,000 ; there are therefore 80,000 officers and men in this really splendid but ill-trained force. There are also levies from many

tribes on the frontier and from Mongolia, amounting to perhaps about 200,000 men, nearly half of whom are mounted. These fight under 49 banners, and they might be easily made into excellent soldiers by proper equipment and training. The Chinese Cavalry, principally Tartars, are mounted on low-sized animals ; but they are very strong and enduring, cobby-built, active little horses. The Chinese make very good gunners, and are possessed of field artillery of a late pattern. I must here mention that China can always get a good supply of, perhaps, the finest horses in Asia from Chinese Turkestan, and when attached to the Chinese army I had two very fine black chargers equal to any "Arabs," and standing over 15 hands, which is high for an Arab. The dress of the Chinese troops has been very much improved of late years, and the picked troops that have been disciplined by European officers are as well armed and dressed as could be desired. The Brigade that I had at Tien-tsin, near Peking, consisted of a few cavalry, a battery of Russian horse artillery guns, and 1,150 infantry. Each gun was drawn by six horses with Tartar drivers, and the way the battery manœuvred would have done credit to any army. The infantry, formed into two battalions, were excellently well clothed, equipped, and armed, and manœuvred splendidly. They were principally Tartars, and averaged about 5ft. 7in. in height, and nearly all of them were broad-shouldered, deep-chested men.

Every Province in China has its own Militia force, which, for the whole Empire, but not including Tributary States, amounts to about 600,000. Chinamen are easily trained to arms, and have, by nature, all the attributes of a soldier, viz.,

courage, obedience, intelligence, good physique, endurance, and cheerfulness under difficulties and discomforts. Thus, with an unlimited supply of such good "food for powder," and plenty of money to help, China might be rendered capable of fighting a long war.

The highest rank of the Chinese Army, which answers to our Commander-in-Chief, is the T'seang-keun, who is always a Tartar. The other ranks are T'sung-ping, Foo-too-tung, Yu-je, Too-tsze, Shou-pey, Chen-sung, and Pah-sung, who are respectively General, Brigadier-General, Colonel, Major, Captain, Lieutenant, and Second Lieutenant ; they have also the various grades of non-commissioned officers as we have.

When Chinese troops encamp, even for a short period, they invariably throw up a breast-work to protect the camp, as trouble to Chinamen is no consideration.

The pay of a Tartar soldier is two tæls, or about 13s. 4d., a month, in addition to an allowance of rice ; and the pay of a Militiaman is about 10s. 6d. a month ; and, considering how cheaply a Chinaman lives, this pay is equivalent to a deal more than any European soldier receives.

After leaving China, Gordon wrote the following advice to his late colleague, Li-Hung-Chang, which I give in a condensed form :—

- 1.—" China possesses a long-used military organisation, a regular military discipline. *Leave it intact. It is suited to her people.*
- 2.—" China, in her numbers, has the advantage over other Powers. Her people are inured to hardships. Arm

with breech-loaders, accustom to the use and care of breech-loaders, and no more is needed for her infantry.

“Breech-loaders ought to be bought on some system, and the same general system made applicable to the whole nation. It is not advisable to manufacture them, though means of repair should be established at certain centres. Breech-loading ammunition should be manufactured at certain centres. Breech-loaders of various patterns should not be bought, though no objection could be offered to a different breech-loader in another group of four Provinces. Any breech-loaders which will carry well up to a thousand yards will be sufficient.”

Further, he said :—“Ten breech-loaders, carrying up to 1,000 yards, could be bought for the same money as five breech-loaders of a superior class, carrying up to 1,500 yards.

“It would cost more time to teach the use of the longer-range rifle than it is worth; and then, probably, in confusion, the scholar would forget his lesson. This is known to be the case. Therefore, buy ordinary breech-loading rifles of 1,000 yards range, of simple construction, of solid form. A Chinese soldier does not mind one or two pounds more weight.

“China’s power is in her numbers, in the quick moving of her troops, in the little baggage they require in their few wants.

“China should never engage in pitched battles. Her strength is in quick movements, in cutting off the trains of baggage, and in night attacks, *not pushed home*; in a continuous worrying of her enemies. Rockets should be used instead of

cannon ; no artillery should be moved with the troops. It delays and impedes them. Infantry fire is the most effectual.

"Chinese accustomed to make forts of earth ought to continue this, and study the use of trenches for the attack of cities. China ought never to attack forts. She ought to wait and starve her foes out, and worry them night and day."

With regard to the defence of the sea-coast, Gordon says :—"China should buy no more big guns to defend her sea-coast. They cost money. They are a great deal of trouble to keep in order, and the enemy's ships have too thick sides for any gun China can buy to penetrate them.

"China ought to defend her sea-coast by very heavy mortars. They cost very little. They are very easy to use. They only want a thick parapet in front, and they are fired from a place the enemy cannot see, whereas the enemy can see the holes from which guns are fired. The enemy cannot get safe from a mortar shot. It falls on the deck and there it breaks everything. China can get 500 mortars for the same money she gets an 18-ton gun for. If China loses them the loss is little. No enemy could get into a port defended by 1,500 mortars and plenty of torpedoes, which must be very simple.

"For the Chinese fleet, small, quick vessels, with very light draft of water and not any great weight of armour, are the best. If China buys big vessels they cost a great deal and all her eggs are in one basket ; namely, she loses all her money at once. For the money of one large vessel China would get twelve small vessels. China's strength is in the creeks, not in the open sea.

"With respect to the fleet, it is important to consider that in the employment of foreigners, China can never be sure of them in case of a war with the country they belong to, while, on the other hand, if China asks a foreign Power to lend her officers, then the foreign Power who lends them will interfere with China.

"The question is :—

1.—"Is it better for China to get officers here and there, and running the risk of these officers not being trustworthy ? or

2.—"Is it better for China to think what nation there is who would be likely to be good friends with China in good weather and in bad weather, and then for China to ask that nation to lend China the officers she wants for her fleet ?

"I think No. 2 is the safest and best for China.

"Remember, with this programme, China wants no big officer from foreign Powers ; I say big officer, because I am a big officer in China."

In conclusion, Gordon says:—"China cannot have an army when Generals keep 2,000 men and draw pay for 5,000. Those Generals ought to have their heads cut."

This letter from which I have quoted was written to Li-Hung-Chang by General Gordon in the summer of 1880, upon completion of a visit to China.

In the province of Pe-chili, in which Peking and the Tá-koo forts are situated, there is a garrison of about 10,000 picked troops and 40,000 of the Green Flag (Militia), all of whom have been trained by Europeans ; at the back of these are

several more thousands, who have passed through a course of European training, and are at hand to join the army at the shortest notice ; and the principal places in China are all furnished with regiments which have not only been trained by Europeans and Americans, but their principal officers are Europeans and Americans.

China is well furnished with abundance of the best and most modern Krupp and Armstrong ordnance, and the best European and American rifles, and she possesses arsenals where guns and rifles of the most superior description are manufactured, and these arsenals might easily be extended and improved, and then the Chinese might be rendered perfectly independent of supplies of arms and munitions of war from outside.

Without discussing the probabilities of a war in the near future between the great Western Powers, also Japan and China, in the Far East, it may be interesting to examine the strategical value of the important ports now occupied, and others which may possibly be occupied, by various Powers. That these ports have been occupied with a view to possible hostilities there can be no doubt, but whether with the intention of striking a serious blow at the heart of the Chinese Empire, or from jealousy of each other attempting that measure, and in order to checkmate it, one can only at present surmise. One thing, however, is quite evident, and that is that these ports are all well situated strategically as regards either of these conjectures ; they fulfil nearly every strategical condition, as it is laid down in the rules of strategy that anterior to the commencement of active warfare one or

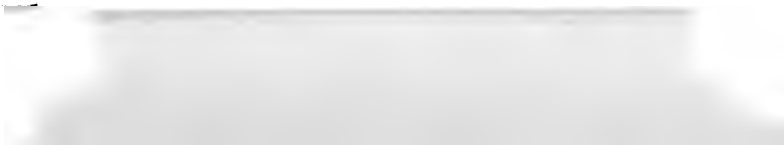
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more fortified places, or base of operations, should be established within striking distance of the enemy, for the purpose of establishing magazines for the forces (in this case principally for the navy), and for preparing reinforcements for the front.

Of the three ports occupied, under lease from the Chinese Government, respectively by Great Britain, Russia, and Germany, viz., Wei-hai-wei, Port Arthur and Kyau-chu—the two former may be considered as equally good strategic points from which to strike at Peking, by way, of course, of the Tá-koo Forts and so by the Pei-ho. The following approximate table of distances should be taken into account (the distances are in British statute miles) :—

From Port Arthur to Wei-hai-wei—110 miles.

From Port Arthur to the Tá-koo Forts—185 miles.

From Wei-hai-wei to the Tá-koo Forts—255 miles.

From Kyau-chu to Wei-hai-wei—210 miles.

Strong and important as Port Arthur is, it would be of little use if Wei-hai-wei was held by a powerful adversary, as it now is, because it could never be left with any measure of safety on the flank and rear ; but if both were held by one Power it would constitute a huge undertaking to a hostile force, as in any advance up the Gulf of Pe-chili both places would have to be captured or masked previous to such advance. The harbour at Kyau-chu is excellent, and could be strongly fortified, though at considerable cost ; but a fleet intending to operate in the Gulf of Pe-chili, Port Arthur and Wei-hai-wei, either or both being occupied by a hostile force, would have to be captured or masked, as the case might be.

As regards the Japanese—who, of course, would have a very great deal to say and do in case of a scramble in the Far East—their dockyard of Nagasaki is about 900 miles from the Tá-koo Forts.

Russia, of course, may say that she has merely motives of trade for acquiring Port Arthur, but that really means eventually, and that very soon, a dockyard and arsenal, protected by the necessary fortifications and a naval force on the spot ; in fact, a base of operations to be in readiness for future developments of the Far East question. We all know that Russia is making a railway from Europe across Siberia, but which, were it not for her new acquisition, would terminate at a port which is ice-bound in winter. By constructing, as China has allowed her, a branch line to the south through Manchuria, a port is obviously necessary, and Port Arthur is nearly always open. Here I may observe that when this line is completed there will be a direct line of railway of over 8,000 miles from Ostend to Vladivostock—a distance that might be traversed in about 13 days, and in even less time to Port Arthur ; and, allowing two days' steaming to Nagasaki, one will be able to reach Japan from London in 15 days : but I must not here digress too far with trade matters.

It is proved by history that the struggles for great revolutionary measures of trade amongst nations have often forced on war, and there is every element of war in the present conjuncture ; therefore we must consider the position of the other certain belligerents when the struggle comes in the Far East, for, be it soon or be it late, come it must. France at present is far away from where the most active operations must take

place ; America has none at present nearer than her own home ports. The British port of Hong-Kong is about 1,640 miles from Tá-koo, but now Wei-hai-wei has been acquired by Great Britain. The important and strategically-situated island of Chusan, which the British forces have made use of upon more than one occasion during naval and military operations, is situated about 800 miles from Tá-koo, at the entrance of Hang-chu Bay. It is the chief island of the Chusan Archipelago. Its extreme length is about 25 English miles and it varies in breadth from six to twelve miles. The chief town on the island is Ting-hai. It occupies not only a good intermediate position, but commands the entrance, 20 miles away, of the Yung-ho, twelve miles up which river is the great city Ning-Po, one of the well known and important "Treaty Ports." The island of Quelpaert, which may also be considered one of the strategic places in these regions, is situated 60 British statute miles south of the S.W. Cape of Korea, and about 640 miles from Tá-koo. This island is about 40 miles long and 10 miles wide.

The outcome so far of the game of "grab" that has been going on in China is as follows :—

The concessions to Germany, which Power commenced the game, are :

- 1.—A lease of the city and harbour of Kyau-chu, together with a considerable slice of territory adjoining, for a period of 99 years.
- 2.—The right to construct railways in Shan-tung.
- 3.—Mineral concessions in Shan-tung and general "hinterland" rights.

When it was first announced that Germany had obtained

the foregoing, there was considerable excitement, but upon examination there is nothing in it that Great Britain need be alarmed at. British trade is not at all likely to suffer by it. The important Treaty Port of Chi-fu is very near to Kyau-chu, the two places being only by land 110 miles apart, and at the former place nearly 70 per cent. of the trade is firmly in British hands. The neighbourhood of Kyau-chu, in fact, of the larger part of the province of Shan-tung, is poor, with little or no manufacturing, except the very inferior Chi-fu silk. It is almost entirely agricultural and the roads are very bad and few, and the population simply exists, and there has for many years past been a great deal of emigration from there, probably on account of the poverty. German goods, when outside the concession, would at once come into competition upon equal terms with other goods finding their way into the country from the Treaty Ports.

As regards the concession to Germany to make railroads in Shan-tung, it in no way implies a monopoly to do so.

The harbour of Kyau-chu is very large, and, in order to make it a stronghold, an enormous sum of money would be required to be expended on fortifications and armaments, and afterwards in keeping them up, whilst a strong garrison would be required, and a powerful fleet to keep the port open, in the event of war, or complications which might be productive of war.

Russia The Russian concessions by China are of a far more important character than are those of Germany. They have obtained the following :—

- 1.—The lease on usufruct for a period, nominally, of

twenty-five years, of Port Arthur, Ta-Lien-Hwan Bay, and Kin-Chau, in fact of the whole Liau-tie-shan Peninsula.

2.—The right to construct a railway through Manchuria, and on from Niu-chwang to Port Arthur and Ta-Lien-Hwan.

3.—The right to keep troops stationed in Manchuria for the protection of the railway.

Ta-Lien-Hwan is a very capacious and good anchorage, and would accommodate a large fleet, as has already been mentioned, when, during the war of 1860, about 200 men-of-war and transports were anchored in the bay. It is from twelve to fourteen miles in depth, and from eight to ten miles in width, except at the entrance, which is thirteen miles wide. There are three islets, named the San-Shan-tau, which form a natural breakwater at the entrance, and thus render the anchorage safe during the south-east winds. The south-east and north-west shores are steep and rocky in most places, and a little way inland, on the north side, is a mountain, named by foreigners Mount Sampson, which rises to a height of 2,000 feet. The shores of the bay are very much indented by little bays, or harbours, which afford good anchorage and landing places. The depth of water varies from twenty to three and four fathoms.

It may be taken for granted that the limited period stated in the concession goes for nothing, and that the Russians have acquired these most important strategical places with a future view to more extended operations ; to use the words of the Great Napoleon, Russia means "J'y suis J'y reste." The


acquisition of Kin-chau was a natural sequent to the possession of the other two places, because without it they would not be safe, as they are commanded by high hills in the rear, towards Kin-chau, where there is good landing.

When the Trans-Manchurian Railway is finished, the Russians will be able to pour an army into the North of China with ease. Moreover, the Tartar population, as well as the Chinese in Manchuria, care little for the Chinese rule, and would offer no obstruction to the forward movement of Russia, and they might be made into good soldiers by that Power ; in fact, the Trans-Manchurian Railway implies the acquisition by Russia of Manchuria, down to Port Arthur, whenever she desires it. The distance from her supplies in Russia would be of no consequence, as war material could easily be stored up at various places on the railway, and Manchuria would yield ample supplies of coolie labour, and animals for transport, also abundant food for the army ; and, as to the construction of the railway, any quantity of cheap and good labour can be obtained. From a commercial point of view, amongst the many advantages Russia will reap from the Trans-Manchurian Railway, will be the abolition of the costly transport, by camel, of tea and other merchandise into the Russian Empire from China.

It seems scarcely necessary to comment upon the concession to be allowed to station troops in Manchuria to protect the railway. Of course, some armed protection is necessary for the works, but the word troops is very vague as to numbers, and knowing, as most reading people must know, the very elastic conscience the Russian has, a comparatively small force may

very rapidly swell into the dimensions of a vast army when Russia considers it necessary to "protect the Trans-Manchurian Railway." Russia's aim for very many years has most naturally been to "get out" by sea, and until quite recent times she has had only one port of any importance in Asia, namely, Vladivostock, and that one is closed for several months of the year by thick ice. Port Arthur is not quite free from this drawback, as it is frozen in for about two months of the year, but not with very thick ice. To make a slight digression, Russia might have tried for a port in the Persian Gulf, and that would most certainly have involved Great Britain in a war with her, but it is a great distance between the Persian Gulf and the Gulf of Pe-chili; moreover, Port Arthur, which, though not very commodious, is strong naturally, and may be rendered much more defensible, which it no doubt will soon be, as Russia is much more likely to have acquired it as a naval and military stronghold and base of future operations than as a mercantile port.

The late Lord Elgin, who thoroughly understood the Chinese Statesmen and their cunning and cowardly ways, said :—"The Chinese yield nothing to reason, but everything to fear." The Russians have long understood these attributes, and they have for many years acted upon that knowledge to their great gain, as they have obtained thereby from China immense territories. In 1858 they obtained the Amur Province, in 1860 the Coast Province, and now lately (in 1898) to all intents and purposes Manchuria and Liäotung.



The concessions that France has obtained from China in



France
the recent scramble are, in a condensed form, the following:—

- 1.—The lease to France of a bay on the Southern coast of China.
- 2.—The concession for the construction of a railway connecting Tongking with Yunnan-fu by way of the Red River.
- 3.—The inalienability of the Provinces bordering on Tongking.
- 4.—An arrangement with regard to the organisation of the postal service.

For years past France has been working out a scheme of railways in the South-West of the Chinese Empire with, apparently, the object of shutting out Burma and India from all connection with that part. The danger (but a most remote danger), in short, which, it has been said, Great Britain has to fear from France is that of being shut out from Yun-nan, and then, as a consequence, from Chung-king and Sze-chuen, the latter the richest Province in China, including immense mineral wealth, and of the construction by France of railways towards the Yang-tse, which may, though highly improbable, eventually end with her joining hands with Russia in the North.

The Lao country up to the Me-Khong was added to the French Protectorate after the quarrel with Siam in 1893, and the Me-Khong was fixed as the boundary of the British and French Dominions in 1896. The Government of China had intended the Governor of Kwang-si to construct a line from across the frontier to Lung-chau in Kwang-si, but

France demanded the right to build the line. China then proposed to invite tenders from the world at large, but to this France objected and obtained the right to construct it.

It must not be forgotten that by a previous arrangement China had undertaken, at the request of France, not to cede the island of Hainan to any other Power. The Chinese Government, in announcing the concessions to the French Minister, said, "We hope that your Excellency will recognise the goodwill we have shown in the negotiations, and the expedition with which we brought them to a conclusion. Your Excellency will be able to inform the French Government that France has obtained all her demands by friendly negotiations, without having had to resort to naval demonstrations or to any ultimatum."

France, having obtained from China all she wanted, has shown a friendly spirit towards Great Britain by offering no objection to the extension of British territory on the mainland of China at Kow-Loong, opposite Hong-Kong.

The concession to France with regard to the control of the Chinese postal services has, by mutual consent, been considerably modified, as instead of claiming absolute superintendence of the postal services, assisting to superintend is finally claimed, and this has been conceded.

Regarding the concessions to Great Britain in the recent scramble, the following, without going into details, are the principal :—

England

- 1.—An undertaking by China not to part with any territory in the valley of the Yang-tse-Kiang, either by lease or otherwise,

2.—An undertaking that Sir Robert Hart's successor in the management of the Chinese Imperial Maritime Customs shall be ^{*}an Englishman, so long as British trade predominates.

3.—The opening of three new Treaty Ports. These are Ching-Wang-Kao, in the Gulf of Pe-chili; Tsang-Kao, on the South-East coast; and Yo-Chow, which will open up the country traversed by the Yang-tse-Kiang.

4.—The throwing open of all the inland waterways of China to foreign trade.

5.—The concession of a loan to the Shanghai Bank (in conjunction with a German bank), certain likin dues and maritime customs being assigned to the service of the loan.

6.—A lease of Wei-hai-Wei on much the same conditions as those obtained by Russia in Port Arthur.

The port of Woo-sung, at the mouth of the river Whang-Poo, on which Shanghai is situated, has also been opened as a Treaty Port, at the instance of the British Government.

The Chinese Government has also ceded to Great Britain, on a 99 years' lease, which is practically in perpetuity, by a Convention signed at Peking on the 9th July, 1898, a considerable extension of territory adjoining Kow-Loong, on the mainland, opposite the island of Hong-Kong, including Mirs Bay, Deep Bay, and the island of Lantau, thus rendering the British possession of Hong-Kong safe from attack from the mainland. A further, also very important, concession has been made by granting to a British syndicate the right to construct

*
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subject

a railway from British Kow-Loong to Canton. This railway has long been wished for in commercial circles in Hong-Kong. Permission has also been given to a syndicate in Peking to construct a railway from the province of Honan to Siangyang, in the Province of Hu-Pei. This will open up very rich districts, and will in all probability be the forerunner of a railway along the Yang-tse Valley.

As regards the concession that the territory in the valley of the Yang-tse-Kiang shall never be leased, or otherwise alienated. This really means that the, by far, richest portion of China is thrown open to the friendly competition of all nations for trade, and no nation will benefit as much by this wise measure as Great Britain, if her traders continue to act up to the traditions of their forefathers. In this agreement the Chinese Government stipulates to open these inland waters to navigation, by steamers and other craft, either foreign or native, under regulations to be subsequently framed. Selfishness can in no way be attributed to Great Britain in this agreement, as all nations have equal rights, and if she is, as undoubtedly is the case, the greatest trading nation, far and away, in the world, she cannot be blamed. Let other nations, by all fair means, try to emulate her, and all will benefit thereby. British influence in this matter has not been used in the manner in which her great rival, Russia, has exerted hers, the latter having had self alone in view, whilst Great Britain has striven for, and successfully, British capital being treated commercially upon equal terms with the capital of other nations.

The trade that may be developed by the Yang-tse must

be enormous. This magnificent river is navigable, though not the whole of the distance by steamer, for nearly 2,000 miles. To Hankow, from the sea, it is easily navigable for large steamers, and from Hankow to Ichang, 250 miles further, it is navigable with difficulty for steamers, though beyond that, as has been remarked, it can be navigated by vessels of shallow draft for 2,000 miles from the sea. By this river, from Szechuan, the extreme Western Province of China, a very large quantity of excellent wool from the Tibetan sheep eventually finds its way down to the various ports; also opium, wheat, rice, maize, millet, sugar cane, tobacco, sweet potato, taro cotton, silk, and many other products of the rich Provinces through which it passes. The valuable insect wax comes down from Szechuan, in which Province alone it is found; also coal and iron, and large quantities of petroleum. In the town of Tzè-lin-ching the petroleum is led through the streets in bamboo pipes, and used as fire for cooking purposes. Szechuan also produces an unlimited quantity of brine, which not only supplies that Province, but also the neighbouring Provinces.

Ichang is an open Treaty Port. At Shanghai, on the river Whang-Poo, which joins the Yang-tse at its mouth, Great Britain and her Colonies hold two-thirds of the trade, and immense quantities of Lancashire goods and Indian yarn find their way up the Yang-tse, even to Szechuan.

With regard to the stipulation that Sir Robert Hart's successor in the post of Inspector-General of Customs shall be an Englishman, so long as British trade predominates, it cannot be over-estimated in importance, as, whilst being an



HIS IMPERIAL HIGHNESS PRINCE KUNG. 溥儀

earnest that all other countries, besides Great Britain, will be treated upon an equality in trade, the merchants of Great Britain will have every possible opportunity of developing their commerce with the ever-increasingly rich Empire of China.

Through the friendly diplomacy of Great Britain, the slow-moving Chinese Government has, at last, been convinced of the benefits that will accrue to their country, as well as to the world in general, of opening up the country for trade purposes, and, with a view to that, they have conceded the opening of all inland waterways to foreign trade.

Russia having wheedled out of China the lease of Port Arthur, Ta-Lien-Hwan and Kin-Chau, it became absolutely necessary that Great Britain should obtain a strategic port and "Place of Arms" in those regions, and by the diplomacy of the British Government, the port of Wei-hai-Wei has been leased for 99 years to her. This concession, like the others, was made to Great Britain in the most friendly manner, and was only accompanied by two conditions, viz. —

- 1.—That facilities shall be afforded for Chinese ships of war making use, if necessary, of the harbour ; and
- 2.—That the occupation of the port of Wei-hai-Wei by Great Britain shall be made the occasion of granting to the Chinese Government special facilities for the training, under British naval officers, of officers for the Chinese naval service.

Great Britain cannot have, in the future, any possible motive for being unfriendly with China, but quite the reverse, and the great aim in the future will be to strengthen the latter

Power, and so prevent her great rival from attacking her. Thus, these two conditions are of the greatest benefit to Great Britain, as well as to China, as it gives the first Power an almost paramount influence in case of any intended attack on the latter, and assures the latter of having a powerful friend at her back, to whose interest it will be to see her left unmolested to develop her trade with the rest of the world.

With the port of Wei-hai-Wei, Great Britain obtains a lease of a considerable piece of territory surrounding it, in order to render it safe on the land side. It is a fine semi-circular bay, its coast-line being nearly 20 miles. The entrance is especially strong, being protected by two islands, Liu-kung, which is about six miles in circumference and 500 feet high, and Iih, a very small island covered with a fort. There is a very good anchorage with plenty of water near the western corner of Liu-kung Island. The place could be made immensely strong as well on the land as the sea-side. By dredging, it might be very much improved, and an exceedingly capacious and good harbour would be the result; it is never frozen in. It will, of course, have to be fortified, but labour is cheap and good. It may be said without any reservation that the concessions made to Great Britain have neutralized, and more than neutralized, what Russia has obtained from China, and without injury to the rest of the world, but far otherwise. Moreover, it has established a friendship between Great Britain and China, made in no selfish spirit.

China, with the friendly assistance of Great Britain, might be rendered very strong, as heretofore they have lived in a fool's paradise, but recent events have opened their eyes.

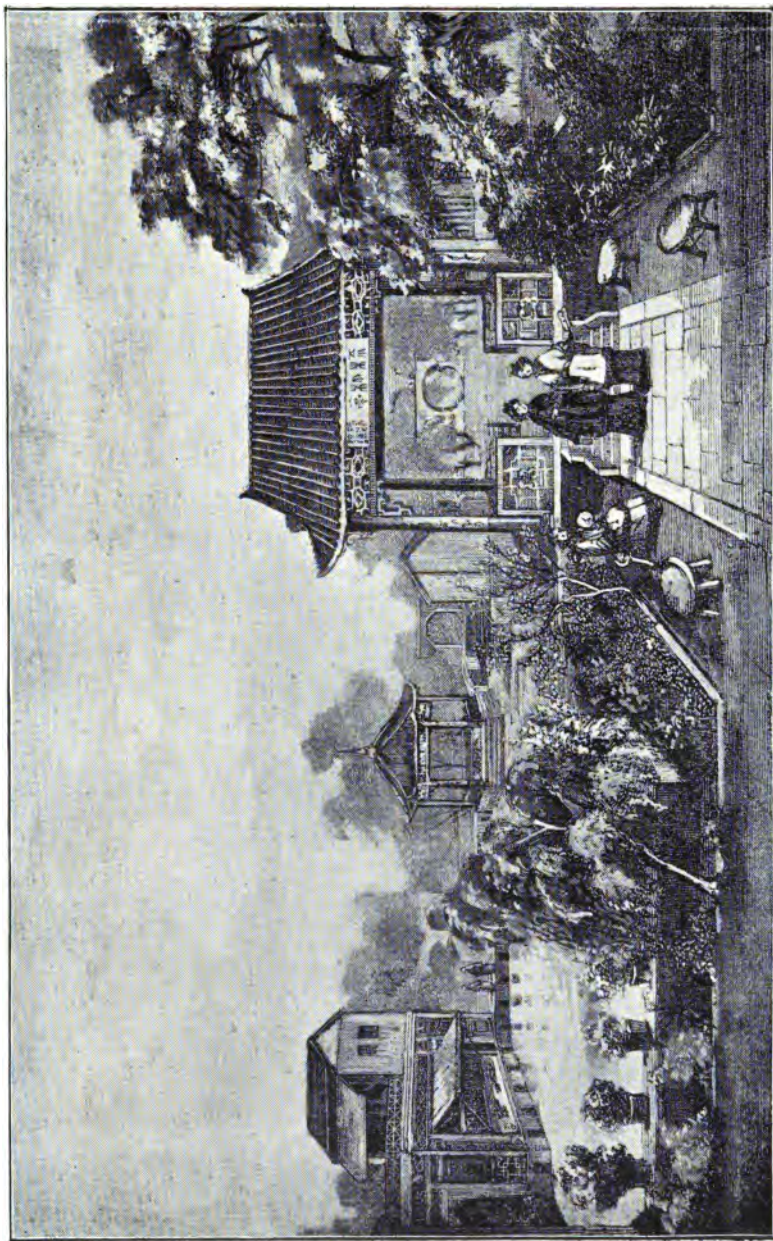
Hitherto wars made upon China have been very partial, and the whole strength of that populous, and, if developed, immensely rich country, has never been called upon to resist the outside enemy ; but if well disciplined and well led by European officers—more especially, without any conceit, but judging from history, should I say British officers—it would be a serious business to attack that vast Empire. Chinamen, when they have confidence in their leaders, are brave enough, and have shown they can stand hardship and bodily suffering beyond any other people. The country could not be starved out by blockade ; it is absolutely independent, as regards necessities of life, of outside supplies, and there has been for centuries, and still is, a complete system of laying up grain in public granaries against possible bad harvests, so that there is always a reserve of rice, the staple food of the country, in hand ; nor could this food be cut off from the sea, for although a large portion finds its way by sea to Tien-tsin, for consumption in the north, a larger proportion goes by the Grand Canal from the most productive Provinces, and one of the names of this canal is “Yun-leang-ho,” or “grain-remitting river,” and, should it become necessary, all might be carried by the Canal. The Grand Canal runs well inland, and ends at the Pei-ho at Tien-tsin ; therefore, as long as the entrance to this river and the adjacent country is held, so as to keep the invader from Tien-tsin, the North of China cannot be cut off from its food supply.

To give some idea of the preponderance of British trade with China, the following figures with regard to her trade with the Treaty Ports on the Yang-tse-Kiang alone will be

sufficiently convincing. In the year 1896 the total tonnage of steamers and sailing vessels entering and clearing at these places was 19,001,570, of which 12,061,245 were British, 4,857,236 Chinese, and 2,083,089 other foreign countries.

China has been blamed, somewhat unjustly, for having been so exclusive with regard to foreigners, but to those who have studied Chinese history it is not surprising that she has so acted, in consequence of the treacherous behaviour towards the Chinese authorities on the part of those who had been hospitably received. I, of course, refer more especially to the early Portuguese adventurers, whose chief aim in visiting China turned out to be to plunder the towns and villages on the coast, and to carry off the young women and boys to be sold as slaves. This conduct on the part of the Portuguese has caused the Chinese to look upon all the Western Nations with great suspicion, hence the chief cause of Great Britain's frequent misunderstandings with them. Very probably the recent scramble amongst foreigners for a further footing in Chinese territory may result in making China a much more powerful nation. The opening of more ports must enrich her, and the increased intercourse with foreigners will open her eyes to the necessity of putting her defences in order.

The outcome of the recent game of "grab," which Great Britain did not commence, is that, whilst benefiting China, she will benefit herself and the world generally, and we may congratulate ourselves upon having, during the recent critical state of affairs in the Far East, such calm, clear-headed statesmen at the head of affairs, for there were all the elements in the situation at one time of a huge war, which would certainly not



GARDEN OF HOW-KWA, THE GREAT TEA PLANTER, CANTON.

have been confined to the Far East. And here I cannot do better than quote the words of the British Foreign Minister, who has steered the Ship of State so ably through the delicate negotiations. Lord Salisbury said in a public speech :—" I do not believe that there is the slightest probability of any war-like action between us and the Emperor of China ; but what I earnestly ask you to consider, is that we cannot possibly have over the internal government and the military administration of China the same influence that we have over India, that we conquered by the sword. Now no doubt we have many things to desire in China. We have certain rights under Treaties which we are perfectly resolved under all circumstances to maintain. We have all rights of access to the Treaty Ports, but we are now contesting about a matter which is not capable of such summary settlement—we are dealing with the question of who shall construct the railways in various parts of China. The principle of our Treaties is that we shall all have identic rights, but you cannot have identic rights in constructing a railway, for two people cannot construct the same railway at the same time, and, therefore, it is a matter no doubt of negotiation, in which equal rights should be given to all nations ; but you cannot expect that two nations shall construct the same railway. We believe that in that matter this country has had as great advantages as any other. We see no ground for doubting that that will continue to be the case. But we are not dealing with Bengal, we are not dealing with Egypt. What we have to do is to exercise our powers of persuasion upon the Chinese Government, and to point out to them what, if they are wise, it will be very easy for them to admit, viz.,

that the course to which we invite them is that which will most increase their prosperity, and make them safest against any enemies by whom they may be attacked in the future. That is the policy that we have to impress upon the Chinese Government, and I believe it is a lesson which we shall be able to teach them with success ; and if I am asked what our policy in China is, my answer is very simple—it is to maintain the Chinese Empire, to prevent it falling into ruins, to invite it into the paths of reform, and to give it every assistance which we are able to give it to perfect its defence and to increase its commercial prosperity. By so doing we shall be aiding its cause and our own.”

Lord Salisbury said, in the House of Lords, on the 1st August, 1898:—“The following note has been communicated to Sir Claude Macdonald :—‘ You are authorised to inform the Chinese Government that Her Majesty’s Government will support them in resisting any Power which commits an act of aggression on China, on account of China granting concessions to make or support any railway or public work to a British subject.’ That is the utmost we can do. We will support China if there is any attempt to bully or bribe her into refusing British applications. My belief is that we shall gain our full share of what is profitable as regards railway enterprise ; but our capitalists are good men of business, and I do not think they are in the least inclined to risk their money in unprofitable railways. In India and other countries railways were constructed under a promise of Government guarantee, but you will get no Government guarantee of that sort from the Chinese Government—first,

because they do not wish for railways ; and, secondly, because I do not think they have the money ; but you cannot, except by departing from every tradition you have hitherto observed, supply their place by guaranteeing yourself. There is something almost morbid in the tendency to believe that no bargain can go on with China on the part of any Power without it being really a concealed bargain on the part of Russia. As far as our information goes, both from China and Belgium, it is a complete mistake to imagine that the Peking-Hankow Railway is in the hands of Russia. It is in the hands of a number of Belgian syndicates and firms, who obtained the first promise of a concession some fifteen or eighteen months ago. I think, therefore, I have indicated to the noble lord the extent to which, and the means by which, we think it our duty to go in the matter of railway communication in China. I quite admit if a concession is allowed to run in such a form as to give unequal rights to Russia, it would be a substantial breach of the Treaty of Tien-tsin, which we should resist to the utmost. Where we cannot make railways ourselves there is no reason why we should prevent anyone else from doing so." Lord Salisbury further said :—"If our capitalists are able and willing to make railways in the Yang-tse-Kiang Valley, we will give them the utmost support ; but if they cannot do it themselves we will not undertake to try and deprive the Chinese people of the benefit of constructing such railways. I cannot believe the French Minister has done anything so unwise as that referred to by the noble earl with regard to the Canton Railway. It would be an intolerable contention if it was advanced. We are bound to support China

against any Power which makes the grant of commercial facilities to a British subject a ground of aggressive action. Our object is that our rights under the Treaty of Tien-tsin shall in no way be invalidated, and that object we shall pursue to the best of our ability ; but whether capital can be found to make railways in China, or whether that capital will be British capital or that of other nations, will depend upon the action of others rather than Her Majesty's Government, and is a matter for which Her Majesty's Government are not responsible."

Mr. Curzon, Under Secretary of State for Foreign Affairs, in the House of Commons, 2nd August, 1898, alluding to the assurance read out in both Houses of Parliament the previous day, that Great Britain would support China in resisting any Power which commits an act of aggression on account of her granting concessions to make or support any railway or public work to a British subject, said :—"It was not the case that Germany had got special and exclusive mining and railway concessions in Shantung. Germany was to have a preferential right, but not an exclusive right—a very different thing. The honourable gentleman (Mr. Yerburch) would have the House believe that 'the open door' was shut in Manchuria, when his own speech showed a knowledge of the fact that a British bank was advancing a loan to the Chinese Government for the construction of a railway in that territory. Her Majesty's Minister was using his best efforts to secure the ratification of that concession by the Chinese Government, and the Chinese Government had not, so far, shown any disposition to abandon that line. Then, as to the French sphere in Southern China, it

was said that the French Government had been successful in a protest against the British Government, of which the latter had never heard. The French assurances were not more formal or precise than those which we had in regard to the Yang-tse-Kiang. He hoped that the remarks which he had made about Manchuria, and about the so-called French sphere of influence, and so forth, would show that there was no justification for his honourable friend's statement. His honourable friend behind him (Mr. Yerburch) recommended, as an alternative policy, that they should adopt what he called a sphere-of-influence policy. His honourable friend apparently thought, though he did not say, that this country should adopt a sphere of influence in the Yang-tse Valley, and that all foreign contractors and concessionaires should be excluded from that region—that, in fact, this country should do something amounting to ownership, amounting to a prior and preferential claim to that part of China. But, if they were to adopt this claim, what became of the resolution which that House passed three months ago, about the necessity of maintaining the integrity and independence of China? If there was a little more clear thinking and a little less wild talk about this China question, they would get more forward. He declared that it was impossible for Her Majesty's Government to take the line of demanding that we should have exclusive interests in one slice of China—and that the best slice—and that, at the same time, we should have equal advantages everywhere else. The railway policy adopted by Her Majesty's Government was that of giving to our Minister at Peking every possible support in advancing the interests of

any trustworthy firm, syndicate, company, or individual, giving sufficient evidence of financial ability, who applied for a *bondâ-fide* concession. He gathered that, what gentlemen opposite recommended, was that this country should embark British capital upon railways in China, which did not belong to us, whereas, in India, which did belong to us, we were not to do so. That was a new policy, in regard to which Lord Salisbury had pointed out that it was contrary to the opinion of every Parliament and Government of this country, and certainly required the most careful consideration. Before concluding, he desired to re-affirm the actual success which had attended the existing policy, and the efforts put forward by Her Majesty's Minister at Peking. Sir Claude Macdonald had done nothing to justify the charge of lukewarmness ; indeed, he had obtained concessions which exceeded in value any concessions, or any two or three concessions, that had been gained by the rivals of this country in the whole of the Chinese continent. It might be unwise to give names, but he might allude to certain great trunk lines in China, concessions for which Sir Claude Macdonald had for months been pressing on behalf of British traders and concessionaires, and there were other schemes which he was pressing forward regarding mines and other industries. He next referred to the question of the lease of Kow-loong, and claimed that if a similar concession to that had been obtained by any other Power, it would have been asserted that this country had received a great blow, yet no acknowledgment of the value of this lease was made by those critics who seemed bound to find fault, and find fault alone. He challenged contradiction

from any quarter to his statement that the catalogue of concessions which Her Majesty's Government had obtained in China during the last six months, subject to continual criticism, censorship, and misrepresentation in this country, was a substantial and creditable list—that it represented advantages incomparably greater than had been gained by any of their rivals, or by all their rivals put together, and that it showed a willingness on the part of China to meet the advances made by her Majesty's Government to the Chinese Government, and that so far from indicating that there was any decline, it, on the contrary, showed that we maintained our ascendancy in the political councils at Peking. Her Majesty's Government could not produce capital in China if it was not forthcoming, or cause syndicates to arise if people were not willing to come forward. If our capitalists would not burn their fingers in China, it was not for Her Majesty's Government to burn theirs. He hoped, however, that the statements he had made would allay anything like panic, and he had faith as to what would be the outcome of the industrial enterprise of our people in China."

The same sitting Mr. Curzon also said :—" Her Majesty's Minister at Peking was instructed some time ago to press for the insertion in every concession granted by the Chinese Government of proper provision for the equal treatment of all nations in trade, and, on the 22nd July, he was further instructed by telegraph to inform the Yamén that Her Majesty's Government would support the Chinese Government against any Power which committed an act of aggression upon China because China had granted a British subject

permission to make or support any railway, or similar public work."

I think anyone who has closely watched the development of recent events in China, and who will put aside the spirit of partizanship and fairly judge the matter, will come to the conclusion that the outcome of the policy of the British Government, after all the feverish outcry and fear of Russia, on the part of a large section of the British public, will be that the Chinese Empire will be opened up to the trade of the world sooner than it would otherwise have been, and that Great Britain will receive therefrom, far and away of all other nations, the greatest benefit; and, after all, this is the most important point in the matter.

During all this ferment about foreign interference with the Chinese Empire, the powerful Mandarin, Li-Hung-Chang, or more properly speaking Li-Tung-Chang, or Li the First Great Secretary, has without doubt been playing into the hands of Russia by using his immense influence as head of the Foreign Office persistently in favour of Russia, and by trying to thwart Great Britain's excellent Minister, Sir Claude Macdonald. It must not be forgotten that Li, who was associated with Gordon in suppressing the Tai-ping rebellion, upon one occasion grossly deceived the latter, in this way—several of the Tai-ping Wangs (Princes) had surrendered in consideration of Gordon having guaranteed their lives, and upon a promise from Li that he would not injure them, they were handed over to him, but immediately he had the possession of them he decapitated the lot. Naturally after this Gordon always suspected him, in fact his suspicions went so far as to

lead him to the conclusion that he would make use of Russia to assist him in his ambitious desire of one day attempting to upset the reigning dynasty of China, and placing himself on the throne. Li, whose family comes from the province of Nganhui, is enormously rich, his family owning several hundred square miles of rich rice land in the neighbourhood of Wuhu, a Treaty Port. Quite lately this great Minister has, by Imperial decree, been dismissed from the presidency of the Tsung-Li-Yamên, and this must be looked upon as a very great diplomatic triumph for Great Britain; nevertheless, it must not be forgotten that he has a constant and sincere friend in the Dowager Empress, who is an exceedingly clever and determined woman, exercising much more authority than the Emperor himself.

There are two Powers, at least, whose aims are much the same as those of Great Britain in China—that is, for competition on even terms in trade; these Powers are the United States and Japan. Japan must of necessity keep a watchful eye on Russia, and be prepared to fight for Korea, as when the inevitable scramble for the Celestial Empire comes, as come it must sooner or later, unless her statesmen become honest and secure friendship of honest nations, Russia will surely try for Korea, the possession of which by her would be a most serious blow to Japan; and the United States in the Phillipines, and with considerable trade with China, will certainly have a good deal to say should the partitioning take place, and she will in every probability resist to the utmost any predominant Power in the defunct Empire that would attempt to prejudice her in fair competitive trade.

Unfortunately, Chinese statesmanship has been very

feeble. With regard to her diplomacy with Great Britain and Russia, whose aims, as is well known, are so antagonistic, she (China) has been "running with the hare and hunting with the hounds." China may well say, "Save, oh, save me from my friends!" I mean by this her Russian friends.

There is only one thing that can possibly save the Chinese Empire from being dissolved, and at no distant date, and that is by endeavouring to deal honestly with all nations, and upon even terms, both politically and commercially, and not to listen to the blandishments of Russia, with deceit at the root and coercion in the background. If she does this she will have genuine and powerful friends at her back, first and foremost amongst them being Great Britain. Palace intrigues there will be, and, now that the everyday affairs of that vast and mis-governed Empire are more known, they seem to be of greater moment, but they must cease when the powerful nations of the world are face to face over their affairs. The latest Palace intrigue, that of the re-assumption of power by the Dowager Empress, Tsze-Hsi, was to be expected after the downfall of Li. This powerful woman is the widow of the Emperor Hien-Fung and mother of the Emperor Tung-Chih, who died in 1875, and who was succeeded by the present Emperor, who is nephew of Hien-Fung. This latter potentate was four years of age when he succeeded, and the Eastern and Western Empresses became Regents; the latter has now, by desire of the Emperor, so it is alleged, re-assumed paramount sovereignty. Li-Hung-Chang is this lady's favourite, and as both are decidedly pro-Russian, and as a consequence anti-British, in their policy, they disapprove of the proposed reforms of the

young Emperor being rushed on, which, being upon the lines of the Western nations, would, within a very short period, so strengthen China and open her eyes that the blandishments of Russia would be seen through, and the honesty of Great Britain made apparent. The social and peaceful revolution in Japan of a few years ago has now placed that comparatively small nation amongst the Powers to be reckoned with. Japan, in her social revolution so peacefully brought about, was not interfered with from without, but China, in her small attempts, has been and is. Hitherto Chinamen have known little about the more civilised nations, but they are now becoming more acquainted with their ways, and will cry aloud before long for reforms. "The spider and the fly" business must be clearly made known to China, and the "Open Door" must mean something, though perhaps not in its entirety. In short, the "Open Door" must not mean Russia to look after Manchuria and the North, France after the South of the Empire, and Great Britain after the Yang-tse Valley; but it must be—reform the Court and general management of the Empire upon Western lines, and throw the whole country open to fair trade competition of the whole world, as the British Government desires. The instigator of the reforms which the Emperor Kwang-Hsu was about to introduce into his Empire, and for which he was practically deposed, was one Kang-Yu-Wei, who was a Secretary of the Board of Works and a founder of the Reform Association which was established in Peking soon after the war with Japan. A short time back he attracted the notice of the Emperor, and has since

that had many and long audiences of his Majesty. It appears also that the Emperor has lately read translations of many foreign works, among them being "The Life and Deeds of Peter the Great" and "The Reformation of Japan since the Restoration of the Mikado." Kang was gaining great influence with the Emperor, and the first important reform about to be instituted at his recommendation was in the literary and military examinations. The Emperor had been in the habit of taking daily a lesson in English, and a few years ago, when Queen Victoria sent him a copy of the "Life of the Prince Consort," he ordered it to be at once translated into Chinese. What may happen now in the Palace of Peking no one can foretell, but it may really resolve itself into a question of whether it shall be British or Russian ascendancy—either the Chinese party of progress or the party of non-progress. The British at present no doubt are in the ascendent.

To anyone who has followed affairs in China of late it must be apparent that the great developing agent, the question of railways, is playing the most prominent part, and over this diplomacy has had its hardest fights. The net result of this appears to be that the spheres of commercial interest, or one might really say commercial and political influence—the latter, however, by force of circumstances, as regards Great Britain—have been pretty well defined, and Great Britain comes out of the scramble, *initiated by Russia*, far and away the greatest beneficiary, by her sphere in the Valley of the Yang-tse-Kiang, which is far richer than all the rest of China together. It is estimated that this region contains a population of nearly 190,000,000, the total population of the Chinese Empire being about 350,000,000.

To make this sphere of influence more valuable, a friendly agreement has been entered into between Great Britain and Germany in regard to the great trunk line of railway from Tien-tsin to Chin-kiang, which line runs, roughly speaking, parallel to the Grand Canal. This line is to be constructed jointly under British and German control, and from the following it will be distinctly understood that German interests and influence cannot interfere with those of Great Britain; thus the railway will be in German hands as far as the southern portion of the province of Shan-tung, and upon its entering the province of Kiang-su, which is in the region of the Yang-tse, it will come under British control. Further than this, the Germans have withdrawn from any intention of control over the line connecting Shanghai, Nanking, and Hang-chau. Thus Germany is recognised in her sphere in the basin of the Whang-ho, and Great Britain in the Yang-tse region.

From Han-kau to Canton, Great Britain's great friends, the Americans, have acquired the right of constructing a railway, whilst Great Britain makes another most important railway from Kow-loong, her possession opposite Hong-Kong, to Canton. This latter railway, which has long been desired by British merchants, will be of enormous advantage to them.

The Japanese, also good friends of Great Britain, have obtained from the Korean Government a most important concession for a railway from Seoul to Fusan. They have also taken over from an American trading company the concession of a line between Seoul and the port of Chemulpho. In case of Russia at any time, which is quite possible, making any attempt

to establish herself in Korea, Japan by its freehold would forestall her.

This opening up of the Chinese Empire by railways must be considered as the greatest of reforms when it is borne in mind the very jealous manner in which, up to quite recently, the Chinese excluded foreigners from freely moving about the country. Other reforms will now follow in time, but they must not move too rapidly for the people, who must be tutored to them, as they are so eminently conservative of old customs. Some years ago the really great Chinese statesman, Wan-See-ang, is understood to have said to Mr. Hart (now Sir Robert Hart, Bart., G.C.M.G.), Inspector-General of Chinese Customs and Posts, "Foreigners complain at the present that China is changing too slowly, but fifty years after this you will make war upon us for changing too fast." Was not this on the verge of coming about only the other day, when Russia compelled China to make concessions to her which were bound to lead to an immediate forward progress, and then other Powers in their own interests were forced to compel China to comply with similar demands from them, and thus China was in danger of becoming the battle ground of foreigners, and she would most assuredly have been drawn into the contest; a contest which was only averted by the diplomatic skill of the British Government and her able Minister at the Court of Peking, backed up by the all-powerful navy of Great Britain and an army at hand in India.

The Chinese, though somewhat slowly for our western ideas, are moving surely, and if unmolested, though assisted, by foreigners, another generation may see them in as advanced a

state as the Japanese now are. We must be careful not to force our friendly attentions on them too much at once, as they suspect the *Si-Yang-Jen*, or "Western Men," of selfish motives, seeing how they have acquired a very large proportion of Asia for themselves. There is an enormous amount of speculation and waste in the Chinese public services, more especially in the army. What China requires, instead of the present huge army disorganised and practically useless, is a number of small but highly organised bodies of troops and some up-to-date gunboats, all assisted by a proportion of European officers (British I should say), these forces to be used primarily to keep order within the Empire. She also requires a few men-of-war of the most modern type. It seems highly improbable, with all the jealousies of the competing nations who have a foothold now in China, that she can be seriously attacked by any one Power or combination of Powers without having powerful friends to help her, and then these naval and military forces might be made the nucleus for the formation of more effective armaments.

The Chinese require unselfish encouragement from without, such as the British Government is giving, and the "Open Door" to all nations alike for fair competitive trade; and with that they will become, what they are pleased to call Great Britain, *Ying-kwo*, or *Flourishing Country*.



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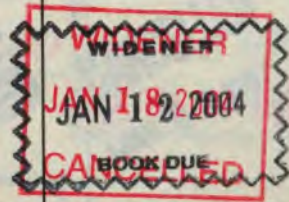


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